



Planning Commission

**Regular Meeting
AGENDA**

(to be held both at the physical and virtual locations below)

Civic Center Council Chamber ♦ 300 Seminary Avenue ♦ Ukiah, CA 95482

To participate or view the virtual meeting, go to the following link: <https://us06web.zoom.us/j/83128884939>

Or you can call in using your telephone only:

- Call (toll free) 1-888-788-0099
- Enter the Access Code: 831 2888 4939
- To Raise Hand enter *9
- To Speak after being recognized: enter *6 to unmute yourself

Alternatively, you may view the meeting (without participating) by clicking on the name of the meeting at www.cityofukiah.com/meetings.

January 28, 2026 - 5:15 PM

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. AB 2449 NOTIFICATIONS AND CONSIDERATIONS

5. APPROVAL OF MINUTES

5.a. Approval of the Minutes of December 10, 2025, a Regular Meeting.

Recommended Action: Approve the Minutes of the December 10, 2025, a Regular Meeting.

Attachments:

1. 2025-12-10 PC Draft Minutes

6. APPEAL PROCESS

All determinations of the Planning Commission regarding major discretionary planning permits are final unless a written appeal stating the reasons for the appeal is filed with the City Clerk within ten (10) days of the date the decision was made. An interested party may appeal only if he or she appears and states his or her position during the hearing on the decision from which the appeal is taken. For items on this agenda, the appeal must be received by [date].

7. COMMENTS FROM AUDIENCE ON NON-AGENDA ITEMS

The Planning Commission welcomes input from the audience. If there is a matter of business on the agenda that you are interested in, you may address the Planning Commission when this matter is considered. If you wish to speak on a matter that is not on this agenda that is within the subject matter jurisdiction of the Planning Commission, you may do so at this time. In order for everyone to be heard, please limit your comments to three (3) minutes per person and not more than ten (10) minutes

per subject. The Brown Act regulations do not allow action to be taken on audience comments in which the subject is not listed on the agenda.

8. **SITE VISIT VERIFICATION**

9. **VERIFICATION OF NOTICE**

10. **PLANNING COMMISSIONERS REPORT**

11. **DIRECTOR'S REPORT**

11.a. Receive Community Development Director's Report.

Recommended Action: Receive Community Development Director's January 2026 Report and discuss questions with Staff.

Attachments:

1. Planning Division Projects Report (January 2026))

12. **CONSENT CALENDAR**

The following items listed are considered routine and will be enacted by a single motion and roll call vote by the Planning Commission. Items may be removed from the Consent Calendar upon request of a Commissioner or a citizen in which even the item will be considered at the completion of all other items on the agenda. The motion by the Commission on the Consent Calendar will approve and make findings in accordance with Administrative Staff and/or the Commission recommendations.

13. **UNFINISHED BUSINESS**

14. **NEW BUSINESS**

14.a. Recommendation to the City Council to Adopt Updates to the City of Ukiah Zoning, General Plan Land Use, and Downtown Zoning Code Maps.

Recommended Action:

Adopt updates to the City of Ukiah's official Zoning Map, General Plan Land Use Map, and Downtown Zoning Code Map to reflect previously approved annexations, rezones, General Plan amendments, subdivisions, and related legislative actions.

Attachments:

1. City of Ukiah Existing Maps (Zoning, General Plan, DZC)
2. Previously Approved Projects
3. City of Ukiah Proposed Maps - Draft (Zoning, General Plan, DZC)

14.b. Recommendation to the City Council to Adopt Policies Establishing the Location and Associated Standards for City Gateways Consistent with 2040 General Plan Policy LU-11.2 and Related Implementation Measures.

Recommended Action: Adopt a resolution recommending that the City Council adopt policies establishing the location and associated standards for City gateways, consistent with General Plan Policy LU-11.2 and related implementation measures.

Attachments:

1. Ukiah Valley Growth Management Plan (1995 General Plan) - Gateway Excerpts
2. 2012 Ukiah Valley Area Plan - Gateway Excerpts
3. 2015 Perkins Street Gateway Master Plan
4. 2040 Ukiah General Plan (2022) - Gateway Excerpts
5. Draft Resolution - Exhibit A (2026 Gateway Standards and Location Reference)

15. **ADJOURNMENT**

Please be advised that the City needs to be notified 72 hours in advance of a meeting if any specific accommodations or interpreter services are needed for you to attend. The City complies with ADA requirements and will attempt to reasonably accommodate individuals with disabilities upon request. Materials related to an item on this Agenda submitted to the Planning Commission after distribution of the agenda packet are available at the Civic Center 300 Seminary Ave. Ukiah, CA 95482; and online at: www.cityofukiah/meetings/ at the end of the next business day.

I hereby certify under penalty of perjury under the laws of the State of California that the foregoing agenda was posted on the bulletin board at the main entrance of the City of Ukiah City Hall, located at 300 Seminary Avenue, Ukiah, California, not less than 72 hours prior to the meeting set forth on this agenda.

Kristine Lawler, City Clerk
Dated: 1/1/23/26



**CITY OF UKIAH
PLANNING COMMISSION MINUTES
REGULAR**

Civic Center Council Chamber ♦ 300 Seminary Avenue ♦ Ukiah, CA 95482

Virtual Meeting Link: <https://us06web.zoom.us/j/83128884939>

**December 10, 2025
5:15 p.m.**

1. CALL TO ORDER

The City of Ukiah Planning Commission held a Regular Meeting on December 10, 2025. The meeting was legally noticed on December 4, 2025. The meeting was held in person and at the following virtual link: <https://us06web.zoom.us/j/83128884939>. Chair de Grassi called the meeting to order at 5:20 p.m.

CHAIR de GRASSI PRESIDING.

2. ROLL CALL

Roll call was taken with the following **Commissioners Present:** Devery Montaño, Rick Johnson, and Alex de Grassi. **Commissioners Absent by Prearrangement:** Jacob Brown and Mark Hilliker. **Staff Present:** Craig Schlatter, Community Development Director; Jesse Davis, Chief Planning Manager; Katherine Schaefer; and Kristine Lawler, City Clerk.

3. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Commissioner Montaño.

4. AB 2449 NOTIFICATIONS AND CONSIDERATIONS

No notifications or considerations received.

5. APPROVAL OF MINUTES

a. Approval of the Minutes of November 12, 2025, a Regular Meeting.

Motion/Second: Johnson/Montaño to approve the minutes of the November 12, 2025, a Regular Meeting, as submitted. Motion **carried** by the following Roll Call votes: AYES: Montaño, Johnson, and de Grassi. NOES: None. ABSENT: Brown and Hilliker. ABSTAIN: None.

6. APPEAL PROCESS

Chair de Grassi stated the appeals deadline date is December 22, 2025, before 5:00 p.m.

7. COMMENTS FROM THE AUDIENCE ON NON-AGENDA ITEMS

Public Comment: Rod Granger – resurfacing and redesign of roads; Pinky Kushner – School Street walk through and meeting concerning the ‘redo’.

8. SITE VISIT VERIFICATION

All Commissioners present confirmed their visit to the site.

9. VERIFICATION OF NOTICE

The Clerk noted that the agenda was properly noticed.

10. PLANNING COMMISSIONERS' REPORTS

No reports were received.

11. **DIRECTOR'S REPORT**

a. Receive Community Development Director's Report.

Presenter: Craig Schlatter, Community Development Director.

No public comment was received.

The December 2025 report was received.

12. **CONSENT CALENDAR**

No items on the Consent Calendar.

13. **UNFINISHED BUSINESS**

No items on Unfinished Business.

14. **NEW BUSINESS**

a. Consideration of a Major Site Development Permit, Major Use Permit, and Lot Merger for Conversion of an Existing Building into an 'Urgent Care and Administration Office' at 1240 Airport Park Boulevard (APNs 180-080-74 & 180-080-75). File No. 25-0011; Permit No. PA25-000019.

Presenters: Katherine Schaefer, Planning Manager and Craig Schlatter, Community Development Director.

PUBLIC HEARING OPENED AT 6:12 P.M.

Applicant Comment: Kile Campbell, HY Architects Project Architect/Manager and Rod Granger, MCHC Chief Executive Officer.

PUBLIC HEARING CLOSED AT 6:28 P.M.

Motion/Second: Montaño/Johnson to approve the Major Site Development Permit, Major Use Permit, and Lot Merger for a Conversion of an Existing Building into an 'Urgent Care and Administration Office' at 1240 Airport Park Boulevard (APNs 180-080-74 & 180-080-75). File No. 25-0011; Permit No. PA25-000019, based on the Findings in Attachment 1, and subject to the Conditions of Approval in Attachment 2. Motion **carried** by the following Roll Call votes: AYES: Montaño, Johnson, and de Grassi. NOES: None. ABSENT: Brown and Hilliker. ABSTAIN: None.

b. Update to the Planning Commission on the Recommendations from the Downtown Zoning Code Ad Hoc Committee for Revisions to the Downtown Zoning Code in Accordance with Ukiah 2040 General Plan Policy LU-3.

Presenters: Jesse Davis, AICP, Chief Planning Manager and Craig Schlatter, AICP, Community Development Director.

Public Comment: Pinky Kushner.

Update was received.

15. **ADJOURNMENT**

There being no further business, the meeting adjourned at 7:37 p.m.

Kristine Lawler, CMC
City Clerk



AGENDA SUMMARY REPORT

SUBJECT: Receive Community Development Director's Report.

DEPARTMENT: Community Development

PREPARED BY: Craig Schlatter, Community Development Director

PRESENTER: Craig Schlatter, AICP

ATTACHMENTS:

1. Planning Division Projects Report (January 2026))

Summary: Planning Commission will receive the Community Development Director's Report and discuss questions with Staff.

Background: Director's Reports are bi-monthly oral reports given by the Community Development Director on the status of projects, primarily within the Planning Division, of the Community Development Department. Updates may include, but are not limited to, application status of major and minor discretionary permits, the implementation status of advanced planning and related 2040 General Plan programs and projects, and updates related to the activities of other divisions of the Department.

Discussion: This report is expected to provide updates in the following areas:

- January 2026 Planning Division Projects Report (Attachment 1)
 - This is a monthly report produced on the first of each month. The January 2026 report and previous monthly reports are located on the Planning Division Services web-page, under "Current Planning Reports":
 - <https://cityofukiah.com/community-development/planning-services>
- Any updates since the previous Director's report at the Planning Commission's meeting on December 10, 2025, will be provided verbally during the meeting.

Recommended Action: Receive Community Development Director's January 2026 Report and discuss questions with Staff.



**City of Ukiah
Submitted Planning Applications**

1/1/2026

Permit #	Site Address	Date Submitted	Summary of Project	Status
PA24-000020/21	534 E. Perkins St.	12/23/24	Major Site Development Permit of APN 002-200-43 within the Pear Tree Center, approximately 150 feet west of the E. Perkins St./S. Orchard Ave. intersection. The proposal includes the construction of a ±1,700 sq. ft. Starbucks retail, operating as carry-out and drive-through only, with no interior dining, and a total gross building area, including the outdoor canopy, of approximately 2,885 sq. ft.	Incomplete/awaiting applicant response - Limited Updates Since 02/01/25.
PA25-000021	101 and 105 S Main St.	11/7/25	Historic Demolition Permit for two structures over 50 years old (APN 002-231-01). The request focuses on revising mitigation measures in a CEQA Addendum to the 2022 City Council–approved Initial Study and demolition permit, reflecting a new applicant and updated project timing.	Demolition Review Committee (DRC) recommended to City Council (CC) on 11/20/25, that the Draft Addendum (with modifications to the proposed CUL-2 and CUL-3) successfully mitigates the significant environmental impact of the demolition. CC meeting tentatively scheduled for 1/21/26.

City of Ukiah

2040 General Plan Implementation - Status of Projects In-Process or Completed within the Last 60 Days



1/1/2026

General Plan Element	Implementation Program	Date Due	Description	Status / Comments
Land Use	E - Zoning Code Amendments	12/31/2025	Zoning districts and map consistency with the 2040 Land Use diagram. This Ordinance Amendment will facilitate the creation of an Open Space (O-S) zoning designation, as envisioned in the Ukiah 2040 General Plan. The designation seeks to preserve and manage areas of significant natural value, such as wildlife habitats, riparian corridors, creeks, and scenic resources, while supporting community resilience and sustainable land use practices.	Completed. On 10/22/25, the Planning Commission (PC) recommended the Ordinance to the City Council (CC). CC Adopted on 11/5/25.
Land Use	E - Zoning Code Amendments	12/31/2025	The City shall amend the Zoning Code to address the following topics: Downtown Zoning Code and Design Guidelines.	In progress. Downtown Zoning Code City Council Ad Hoc Committee met in August 2025 and October 2025. PC workshop completed on 12/10/25.
Land Use	E - Zoning Code Amendments	12/31/2025	Zoning Districts and map consistency with the 2040 Land Use Diagram.	In progress. Working towards creating official zoning maps by updating parcel boundaries within City limits, integrating past lot line adjustments, compiling and rectifying past zoning inconsistencies, capturing past annexation boundaries, and Ukiah Municipal Airport Compatibility Plan (UKIALUCP) infill policy identification. PC workshop scheduled for 01/14/26.

General Plan Element	Implementation Program	Date Due	Description	Status / Comments
Land Use	D - City Gateway Design Standards	12/31/2025	The City shall prepare gateway design standards for all City gateways, The standards will address landscape design and materials, signage, building form, and historic themes that create a unique sense of place.	In progress. PC Workshop scheduled for 01/28/26.
Economic Development	A - Economic Development Strategy	12/31/2025	The City shall prepare, adopt, and regularly update an Economic Development Strategy, which shall be used as an operational guide to implement the economic development goals and policies of the General Plan.	In progress. Economic Development Strategy currently deferred until the City's reorganization application is further progressed.
Mobility Element	L - Airport Parcels	12/31/2025	The City shall prepare a study to identify parcels on which new development could benefit the airport and support annexation of those parcels. (Policy MOB-6.3) Infill Policy for Compatibility Zones: The City shall work collaboratively with the County to develop an In-fill Policy within the Municipal Airport Compatibility Zones.	In progress. Airport Infill Policy Ad Hoc appointed by City Council in November 2025 and met once in December 2025.
Environment & Sustainability	H - Cultural and Historic Registry	12/31/2025	The City shall update the list of cultural and historic resources worthy of nomination to state or national preservation lists.	In progress but will be deferred until after the historic preservation ordinance is developed and adopted.
Environment & Sustainability	I - Historic Preservation Ordinance	12/31/2030	The City shall adopt a Historic Archaeological Preservation Ordinance to review permanent changes to the exterior or setting of designated historic or impacts to Archaeological resources. Among other topics, the Ordinance should address the following: archaeological resource impact avoidance, new development in historically sensitive neighborhood, compatibility of energy conservation retrofitting, design review standards for new structures replacing demolished historic structures, and requirements for preservation of records and artifacts from demolished historic structures.	In progress. Staff and Historical Society of Mendocino County staff currently drafting an ordinance based on community and Ad Hoc input.

City of Ukiah
Recently (Within Previous 60 Days) Approved Projects



1/1/2026

Permit #	Site Address	Approved Date	Summary of Project	Comments
17-3069	1294 N. State St.	11/12/25	Resubmitted Site Development Permit to allow for construction two retail suites (including one drive-through), within the Community Commercial (C-1) zoning district at the "Old Tackroom" location. Original submittal 9/13/17; initial DRB evaluation on January 25, 2018; Resubmittal 8/29/25.	Approved by the Planning Commission on 11/12/25.
LLA25-000006	670 and 680 N. State St.	11/3/25	Commercial Lot Line Adjustment for two (2) parcels. No new development is proposed or associated with this request. Following the adjustment, Parcel 1 will increase in size by approximately 0.58 acres (25,264.8 sf), and Parcel 2 will decrease by the same amount.	Approved by the City Engineer on 11/19/25.
PA25-000019	1240 Airport Park Blvd.	12/10/95	Major Site Development Permit and Lot Merger of APNs (180-080-74; 180-080-75) converting a ±7,129-square-foot structure into an 'Urgent Care and Administrative Office' within the AIP-PD Mixed-Use Airport Industrial Park Planned Development.	Approved by the Planning Commission on 12/10/25.
File No. 25-001630	817 Waugh Ln.	11/21/25	Historic Demolition Permit request for a residential structure (APN 003-574-07). The proposal also includes demolition of a barn, garages, shed, and vineyard, none of which rise to the level of historical or architectural significance that would warrant review under the City's historic demolition procedures.	Determined exempt from historical review pursuant to Ukiah City Code (UCC) 3016(B) by the Community Development Department (CDD) Director on 12/22/25.



AGENDA SUMMARY REPORT

SUBJECT: Recommendation to the City Council to Adopt Updates to the City of Ukiah Zoning, General Plan Land Use, and Downtown Zoning Code Maps.

DEPARTMENT: Community Development

PREPARED BY: Jesse Davis, Chief Planning Manager

PRESENTER: Jesse Davis, AICP; Mariam Garcia, GIS Analyst

ATTACHMENTS:

1. City of Ukiah Existing Maps (Zoning, General Plan, DZC)
2. Previously Approved Projects
3. City of Ukiah Proposed Maps - Draft (Zoning, General Plan, DZC)

Summary: The Planning Commission will review proposed updates to the City of Ukiah's official Zoning Map, General Plan Land Use Map, and Downtown Zoning Code Map and possibly make a recommendation to the City Council regarding adoption. The updates align all three maps with previously approved annexations, rezones, and General Plan amendments and standardize mapping format and presentation.

Background:

As required by Implementation Program E of the City of Ukiah's 2040 General Plan, Staff has undertaken a comprehensive, citywide update of the City's official land use maps to ensure consistency among the zoning map, the General Plan Land Use Map, and the Downtown Zoning Code map. This effort applies a standardized cartographic style and incorporates previously approved actions that are not currently reflected across all three maps. Attachment 1 includes the existing versions of each map.

This update advances implementation of the Land Use Element of the 2040 General Plan, particularly Goal LU-16, which directs the City to maintain an effective and accurate Land Use Map, and Implementation Program E, which directs zoning districts and map consistency with the 2040 Land Use Diagram, as well as the following associated policies:

- Policy LU-16.1 (Land Use Map): The City shall maintain and implement a Land Use Map that identifies allowed land uses by location and the corresponding density or intensity of development.
- Policy LU-16.2 (Land Use Designations): The City shall apply land use designations to specific parcels as shown on the General Plan Land Use Map, regardless of whether parcels meet other General Plan criteria.
- Policy LU-16.3 (Zoning Designations): The City shall ensure zoning designations are consistent with and implement the General Plan Land Use Map.

As an initial step, Staff identified three key maps for coordinated review (Attachment 1):

- Official Zoning Map, last comprehensively updated in 2017

- General Plan Land Use Map, adopted by City Council in 2022 (Resolution No. 2022-79)
- Downtown Zoning Code Map, adopted in 2012 (Ordinance No. 1139)

Each map was adopted at a different time and reflects varying cartographic standards, levels of detail, and spatial scales. While the City’s parcel framework has remained generally consistent, localized changes have occurred over time due to lot line adjustments, subdivisions, annexations, and legislative actions. These changes have not been uniformly reflected across all three maps, resulting in visual inconsistencies and discrepancies between adopted policy and mapped conditions.

Since adoption of these maps, numerous General Plan amendments, rezones, annexations, and subdivisions have been approved but have not been consistently incorporated into the City’s official mapping. These previously approved actions, which are identified in Attachment 2, affect land use designations and zoning allowances and are now being formally visualized across all maps.

Updating the City’s official maps at this time provides an opportunity to correct and improve legibility, standardize mapping conventions, and ensure that the zoning, General Plan, and downtown maps function together as a coordinated and reliable land use reference set. The update also supports an accurate depiction of regulatory overlays and constraints, including Airport Compatibility Zones for the Ukiah Municipal Airport (UKI). Additionally, as the City prepares for the 7th Housing Element cycle, maintaining current and consistent land use maps is critical to accurately evaluating residential land inventory and meeting review requirements of the California Department of Housing and Community Development.

Discussion:

Attachment 2 compiles a comprehensive record of annexations, subdivisions, rezones, and General Plan amendments approved between 2016 and the present that are now being formally reflected on the City’s official zoning and General Plan maps. These actions were previously approved and officially finalized. Attachment 2 does not include lot line adjustments, certificates of compliance, or parcel mergers processed since 2016 by the City Engineer, nor does it include parcel recognitions completed by the Mendocino County Assessor. With the exception of remaining parcel alignment in the Western Hills annexation area to implement the approved Development Agreement, the proposed maps rely on the current parcel boundaries maintained by the Assessor.

As shown in Attachment 3, the proposed maps incorporate and visually align all applicable parcel adjustments, subdivisions, rezones, General Plan amendments, regulatory updates, and annexations approved from 2016 to the present. Collectively, these updates ensure consistency between adopted land use decisions and the City’s official mapping. They also establish a standardized mapping format, including consistent layout, scale, symbology, color palette, and use of the Community Development Department logo. Attachment 3 is intended to serve as the standard template for future map updates. To further improve clarity and accuracy, Staff revised map layers associated with the Homeless Shelter Overlay, floodplains, and Airport Compatibility Zones. Generalized symbols were also added to identify major public and civic uses, such as the airport, schools, and parks, improving overall legibility for both staff and the public.

Attachment 3 also includes an updated visualization of the Downtown Zoning Code (DZC), which was previously reviewed by the Planning Commission during a workshop on December 10, 2025. While broader policy updates to the DZC will be considered through a separate process, these revisions correct and clarify how the DZC overlay is applied and displayed. As previously discussed, certain parcels are excluded from the DZC due to documented mapping errors or ownership constraints, including 415 S. State Street and the former North Coast Rail Authority right-of-way (APN 002-193-44). These corrections are reflected in the updated map.

In addition, Staff transitioned the City’s land use mapping to the standardized Land-Based Classification Standards (LBCS) framework. This update applies consistent, standardized color coding for top-level land use

categories across all maps and GIS layers. Each category is assigned a single color, improving readability and consistency across City documents. For example, residential land uses are now uniformly represented in yellow, consistent with common municipal mapping conventions in most U.S. cities.

Finally, staff removed the identifiers previously assigned to residential Planned Developments from the zoning map, along with the associated reference table. As the City continues to update its GIS resources, the individual Planned Development records will remain available for reference and will include direct links to their establishing ordinances. In general, nearly all residential Planned Developments are built out and have historically generated limited permit activity beyond routine repair and rehabilitation.

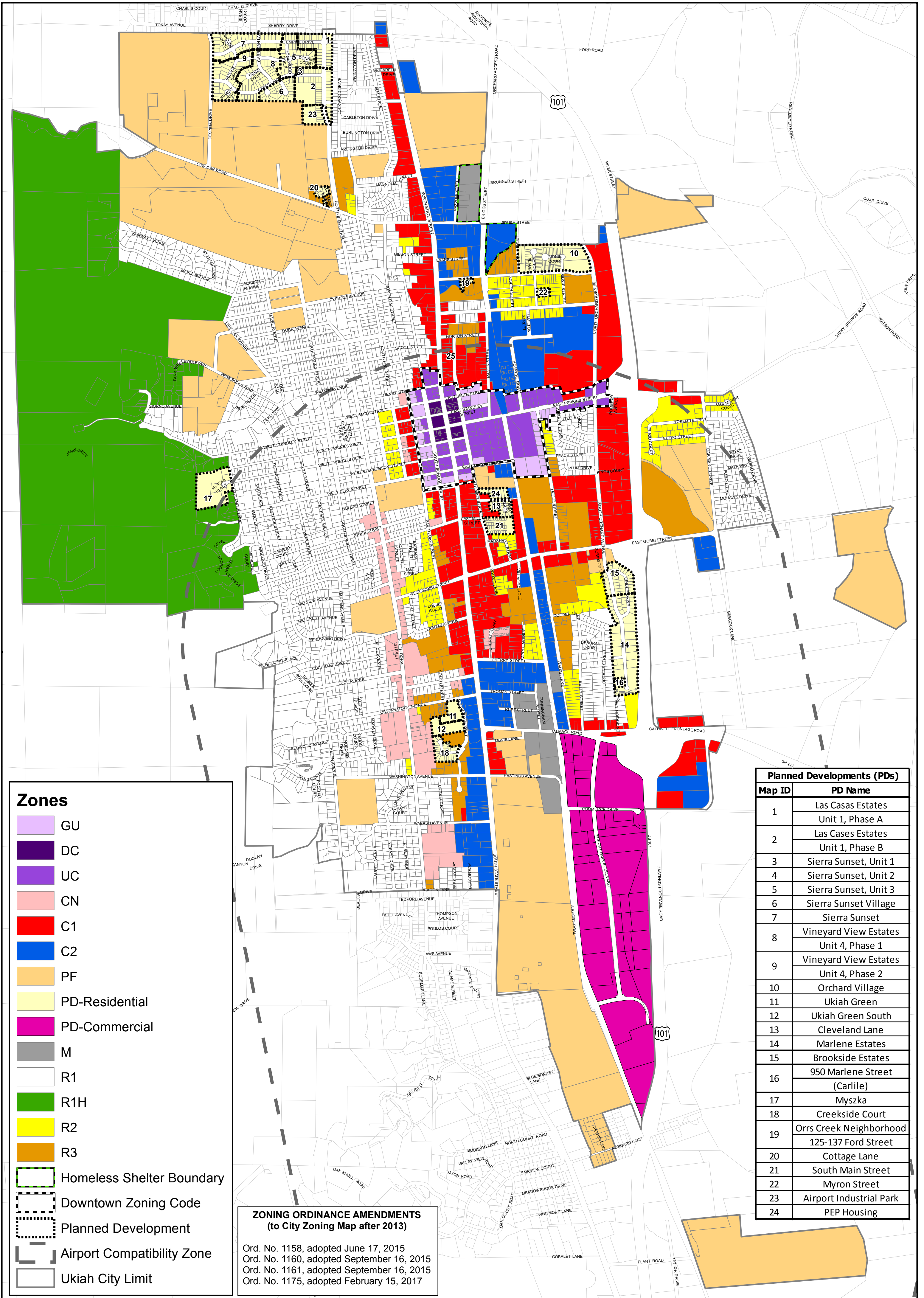
In contrast, for the Airport Industrial Park – Planned Development, Staff retained and further refined the associated zoning designations. These distinctions were visualized to provide a clearer and more effective reference to the types of land use activities and regulatory actions typically associated with those designations. Unlike residential Planned Developments, the Airport Industrial Park includes a number of undeveloped manufacturing parcels, and staff regularly receives inquiries regarding development opportunities, including allowed uses, permitted uses, and applicable development standards.

Staff recommends that the Planning Commission forward a recommendation to the City Council to adopt the updated Zoning Map, General Plan Land Use Map, and Downtown Zoning Code Map as the City's official maps. Adoption will ensure consistency with previously approved actions and provide a clear, standardized land use reference for future planning and development decisions.

Recommended Action:

Adopt updates to the City of Ukiah's official Zoning Map, General Plan Land Use Map, and Downtown Zoning Code Map to reflect previously approved annexations, rezones, General Plan amendments, subdivisions, and related legislative actions.

CITY OF UKIAH ZONING MAP



Zones

- GU
- DC
- UC
- CN
- C1
- C2
- PF
- PD-Residential
- PD-Commercial
- M
- R1
- R1H
- R2
- R3

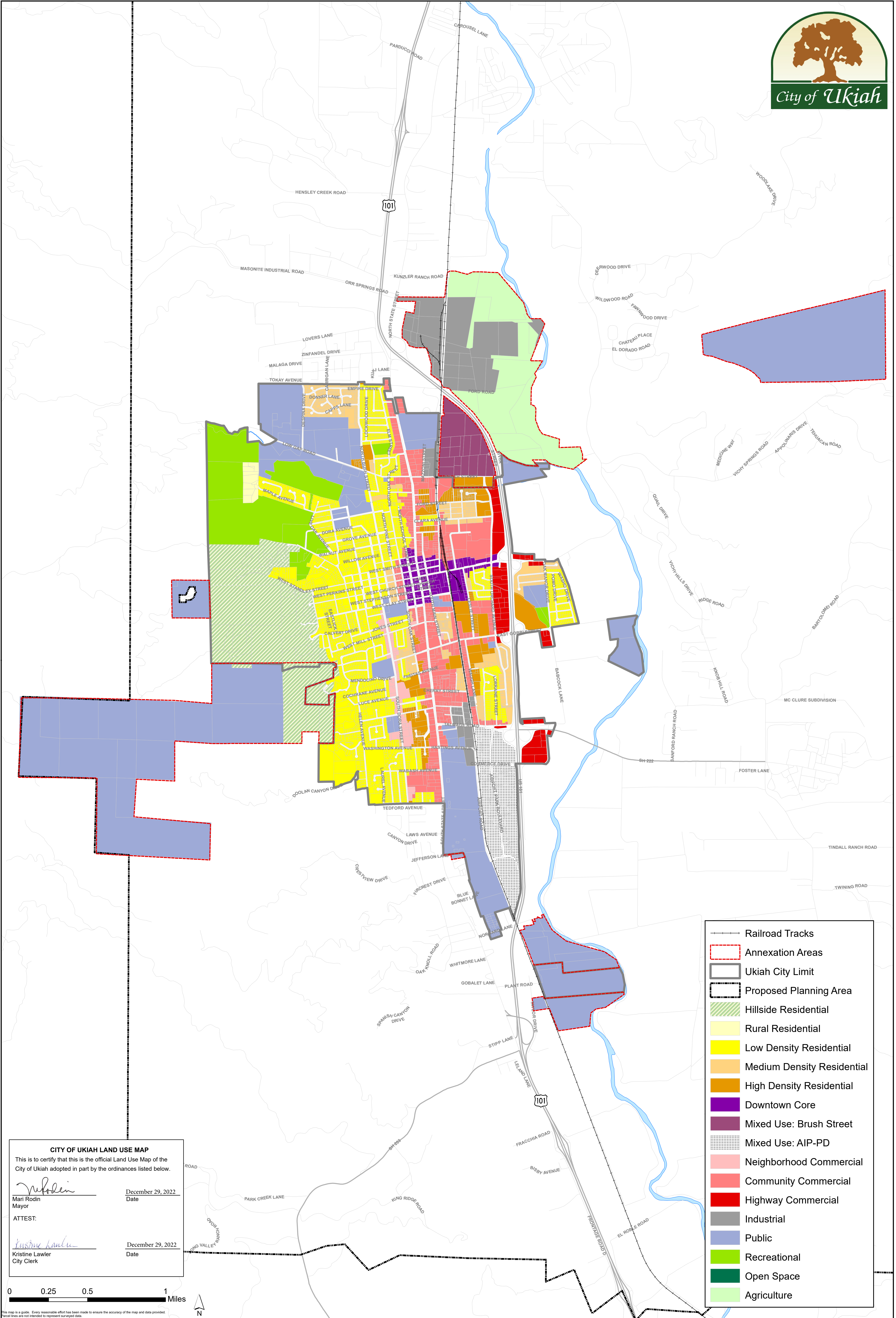
Homeless Shelter Boundary
 Downtown Zoning Code
 Planned Development
 Airport Compatibility Zone
 Ukiah City Limit

**ZONING ORDINANCE AMENDMENTS
(to City Zoning Map after 2013)**

Ord. No. 1158, adopted June 17, 2015
 Ord. No. 1160, adopted September 16, 2015
 Ord. No. 1161, adopted September 16, 2015
 Ord. No. 1175, adopted February 15, 2017

Planned Developments (PDs)	
Map ID	PD Name
1	Las Casas Estates
2	Las Cases Estates
3	Sierra Sunset, Unit 1
4	Sierra Sunset, Unit 2
5	Sierra Sunset, Unit 3
6	Sierra Sunset Village
7	Sierra Sunset
8	Vineyard View Estates
9	Vineyard View Estates
10	Orchard Village
11	Ukiah Green
12	Ukiah Green South
13	Cleveland Lane
14	Marlene Estates
15	Brookside Estates
16	950 Marlene Street (Carlile)
17	Myszka
18	Creeside Court
19	Orrs Creek Neighborhood
20	125-137 Ford Street Cottage Lane
21	South Main Street
22	Myron Street
23	Airport Industrial Park
24	PEP Housing

UKIAH GENERAL PLAN - 2040 Land Use Diagram



- Railroad Tracks
- Annexation Areas
- Ukiah City Limit
- Proposed Planning Area
- Hillside Residential
- Rural Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Downtown Core
- Mixed Use: Brush Street
- Mixed Use: AIP-PD
- Neighborhood Commercial
- Community Commercial
- Highway Commercial
- Industrial
- Public
- Recreational
- Open Space
- Agriculture

CITY OF UKIAH LAND USE MAP
 This is to certify that this is the official Land Use Map of the City of Ukiah adopted in part by the ordinances listed below.

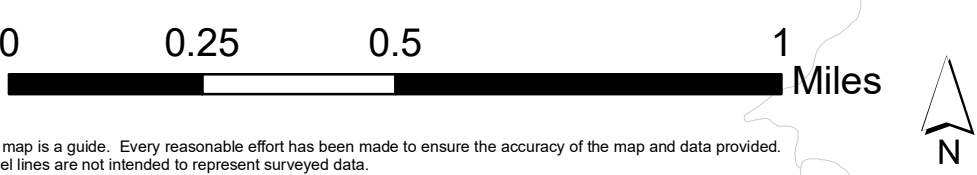
Mari Rodin
 Mayor

December 29, 2022
 Date

ATTEST:

Kristine Lawler
 City Clerk

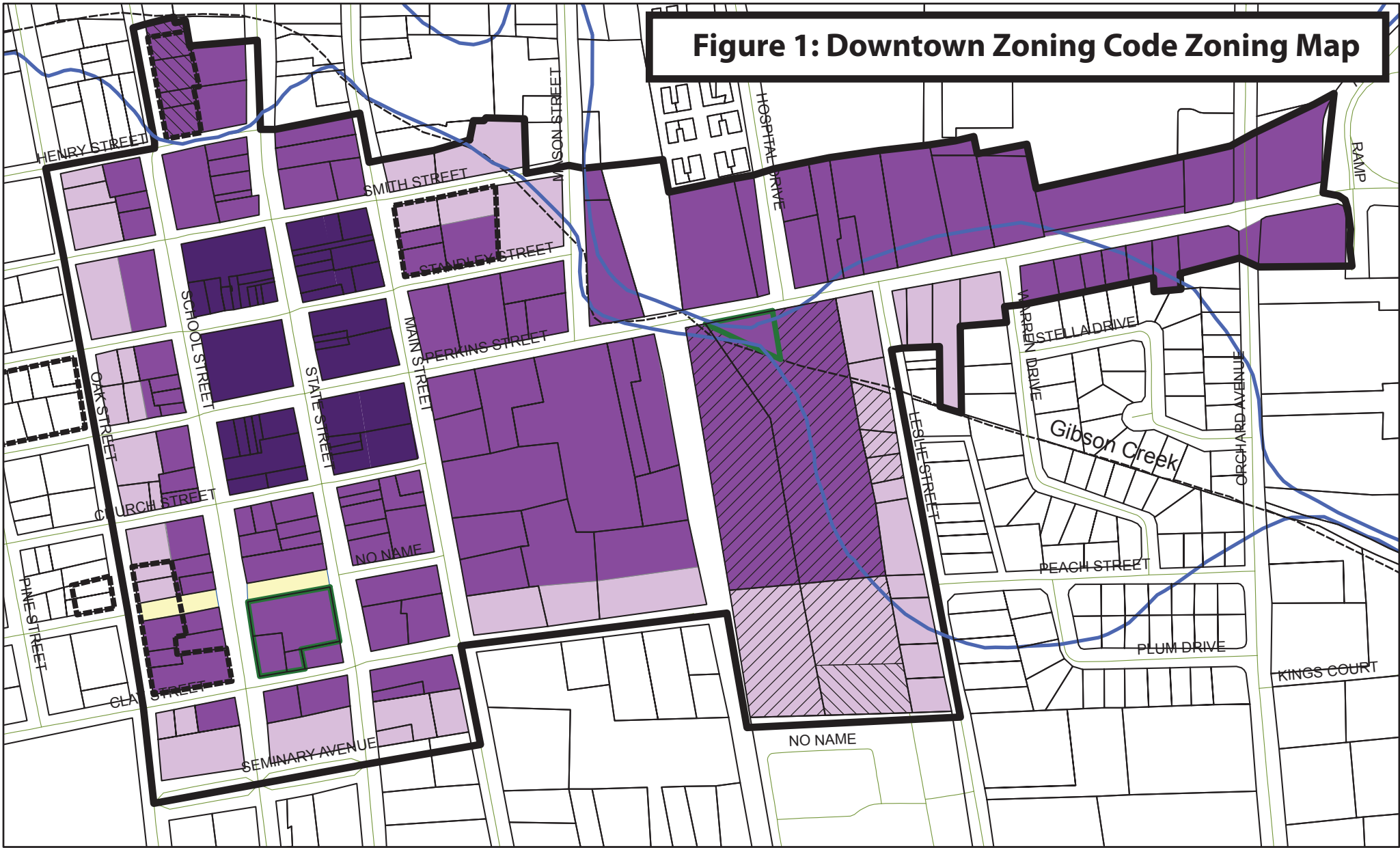
December 29, 2022
 Date



This map is a guide. Every reasonable effort has been made to ensure the accuracy of the map and data provided. Parcel lines are not intended to represent surveyed data.

Document Path: S:\Public Works\GIS\ArcView\GIS Map\GIS\Projects\Planning\General Plan 2040.mxd
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Figure 1: Downtown Zoning Code Zoning Map



DZC Boundary

Zoning Districts

- UC
- DC
- GU

Special Designations

- Public Parking Existing
- Civic Existing
- Civic Preferred
- Parking Structure Preferred
- Public Facilities

Hydrology

- 100 Year Flood
- Gibson Creek

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 Feet

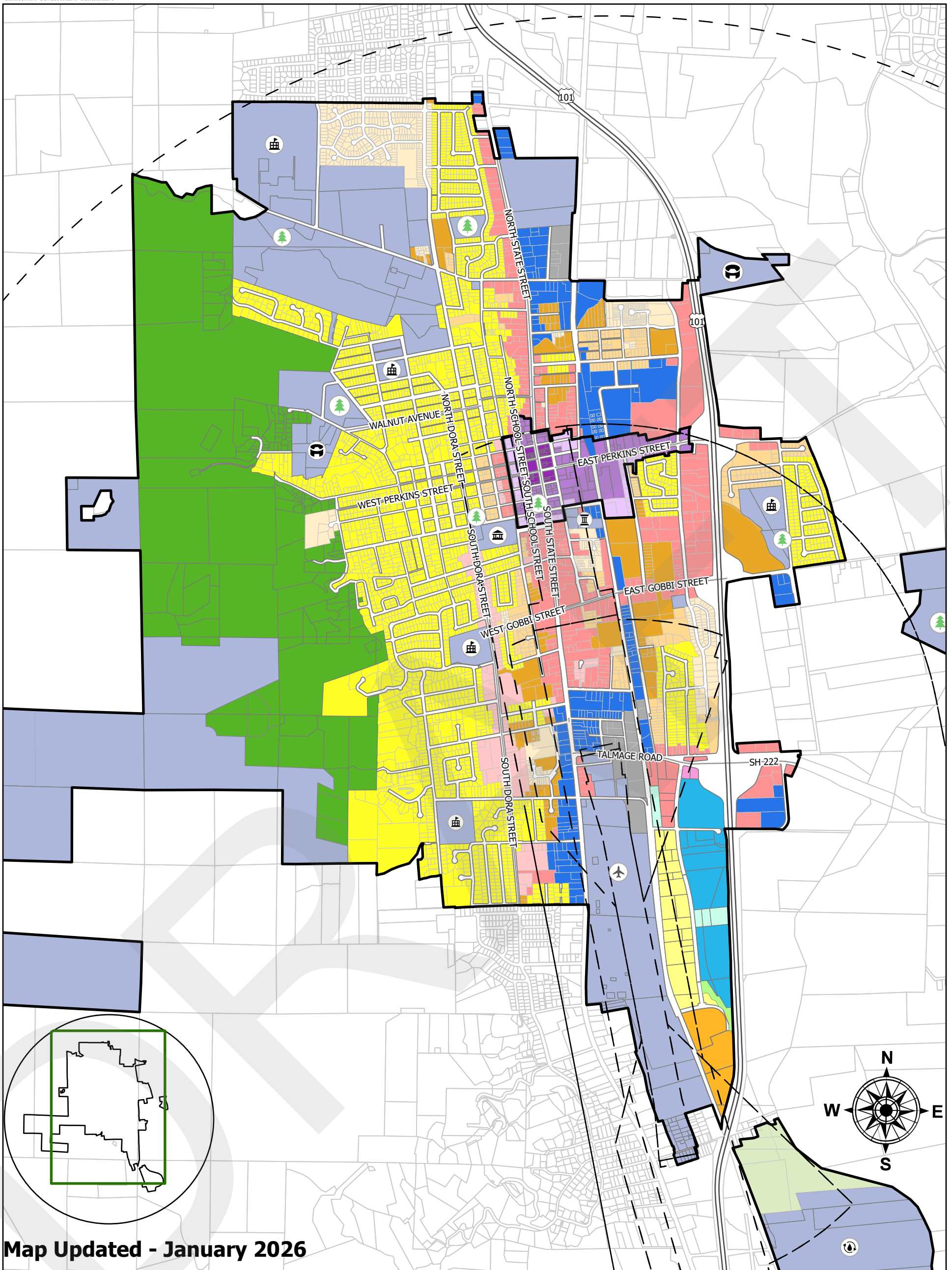
Map Updated - May, 2012

Previously Approved Projects

ATTACHMENT 2

APN Number	Situs	Approved Land Use	Approved Zoning	City Action	File No./Date	Comment	Year
15624002	NONE	P	PF	Annexation - City Owned	File No. A-2021-01 (2023)	Open Space Conservation	2023
15624013	1970 W STANDLEY AVE	P	PF	Annexation - City Owned	File No. A-2021-01 (2023)	Open Space Conservation	2023
17813001	3100 VICHY SPRINGS RD	P	PF	Annexation - City Owned	File No. A-2021-01 (2023)	Previous Landfill	2023
18408040	381 NORGDARD LN	P	PF	Annexation - City Owned	File No. A-2021-01 (2023)	Recycled Water Distribution	2023
18408041	341 NORGDARD LN	P	PFA	Annexation - City Owned	File No. A-2021-01 (2023)	Recycled Water Distribution	2023
18408042	341 NORGDARD LN	P	PFA	Annexation - City Owned	File No. A-2021-01 (2023)	Recycled Water Distribution	2023
18408043	NONE	P	PFA	Annexation - City Owned	File No. A-2021-01 (2023)	TRA Split - Creates Multiple APNs	2023
18408044	NONE	P	PFA	Annexation - City Owned	File No. A-2021-01 (2023)	TRA Split - Creates Multiple APNs	2023
18409001	NONE	P	PFA	Annexation - City Owned	File No. A-2021-01 (2023)	Recycled Water Distribution	2023
18409006	217 NORGDARD LN	P	PFA	Annexation - City Owned	File No. A-2021-01 (2023)	Recycled Water Distribution	2023
18409007	NONE	P	PF	Annexation - City Owned	File No. A-2021-01 (2023)	Recycled Water Distribution	2023
18410004	NONE	P	PF	Annexation - City Owned	File No. A-2021-01 (2023)	Recycled Water Distribution	2023
18410005	300 PLANT RD	P	PF	Annexation - City Owned	File No. A-2021-01 (2023)	North Wastewater Pond	2023
18414013	3151 TAYLOR DR	P	PF	Annexation - City Owned	File No. A-2021-01 (2023)	Solid Waste Transfer Station	2023
18415001	3495 TAYLOR DR	P	PF	Annexation - City Owned	File No. A-2021-01 (2023)	South Wastewater Pond	2023
00333068	1601 S STATE ST	P	PF	Annexation - City Owned	File No. A-2021-01 (2023)	Airport Use	2023
00333069	1601 S STATE ST	P	PF	Annexation - City Owned	File No. A-2021-01 (2023)	Airport Use	2023
00333070	1601 S STATE ST	P	PF	Annexation - City Owned	File No. A-2021-01 (2023)	Airport Use	2023
00104081 (Private)	335 JANIX DR	HR	R1H	Annexation - Western Hills	File No. A-2022-02 (2024)	William Edwards	2024
00104101 (Private)	TBD	HR	R1H	Annexation - Western Hills	File No. A-2022-02 (2024)	Marlene Werra TTEE	2024
00104102 (Private)	500 LOOKOUT DR	HR	R1H	Annexation - Western Hills	File No. A-2022-02 (2024)	Grayden Huff	2024
00104103 (Private)	4 LOOKOUT DR	HR	R1H	Annexation - Western Hills	File No. A-2022-02 (2024)	Amanda Reiman	2024
00104104 (Private)	3 LOOKOUT DR	HR	R1H	Annexation - Western Hills	File No. A-2022-02 (2024)	Amanda Reiman	2024
00104105 (Private)	2 LOOKOUT DR	HR	R1H	Annexation - Western Hills	File No. A-2022-02 (2024)	Marlene Werra TTEE	2024
00104106 (Private)	415 HILLVIEW AVE	HR	R1H	Annexation - Western Hills	File No. A-2022-02 (2024)	Marlene Werra TTEE	2024
00142040 (Private)	145 MENDOCINO PLACE	HR	R1H	Annexation - Western Hills	File No. A-2022-02 (2024)	Robert R Beltrami	2024
00311090 (Private)	620 REDWOOD AVE	HR	R1H	Annexation - Western Hills	File No. A-2022-02 (2024)	Adonis & Sarah Noguera	2024
00319009 (Private)	620 REDWOOD AVE	HR	R1H	Annexation - Western Hills	File No. A-2022-02 (2024)	Adonis & Sarah Noguera	2024
Development Agreement - Parcel A	1500 REDWOOD AVENUE	HR	R1H	Annexation - Western Hills	File No. A-2022-02 (2024)	D&J Investments, LLC	2024
Development Agreement - Parcel B	1554 REDWOOD AVENUE	HR	R1H	Annexation - Western Hills	File No. A-2022-02 (2024)	D&J Investments, LLC	2024
Development Agreement - Parcel C	1616 REDWOOD AVENUE	HR	R1H	Annexation - Western Hills	File No. A-2022-02 (2024)	D&J Investments, LLC	2024
Development Agreement - Parcel D	TBD	HR	R1H	Annexation - Western Hills	File No. A-2022-02 (2024)	D&J Investments, LLC	2024
Development Agreement - Parcel E	TBD	HR	R1H	Annexation - Western Hills	File No. A-2022-02 (2024)	D&J Investments, LLC	2024
Development Agreement - Parcel F	TBD	HR	R1H	Annexation - Western Hills	File No. A-2022-02 (2024)	D&J Investments, LLC	2024
Development Agreement - Parcel G	TBD	HR	R1H	Annexation - Western Hills	File No. A-2022-02 (2024)	D&J Investments, LLC	2024
Development Agreement - Parcel H	TBD	HR	R1H	Annexation - Western Hills	File No. A-2022-02 (2024)	D&J Investments, LLC	2024
Development Agreement - Parcel I	TBD	HR	R1H	Annexation - Western Hills	File No. A-2022-02 (2024)	D&J Investments, LLC	2024
Development Agreement - Parcel J	TBD	P	PF	Annexation - Western Hills	File No. A-2022-02 (2024)	City of Ukiah (Open Space); Portion LDR; R1	2024
Development Agreement - Parcel K	TBD	HR	R1H	Annexation - Western Hills	File No. A-2022-02 (2024)	D&J Investments, LLC	2024
00208039	195 LOW GAP RD	CC	C1	GPA & Rezone	File No. 24-9265; Ord. 1245 (2024)	General Plan Amendment/Rezone (R1-C1)	2024
00318101	701 SO ORCHARD AVE	HC	C1	GPA & Rezone	File No.: 22-6938 (2022)	General Plan Amendment/Rezone (PF-C1)	2024
00130616	250 W GOBBI ST UNIT 1	MDR	PD-R	Rezone/Subdivision	File No. 19-4625; Ord. 1196 (2019)	Gobbi Commons	2024
00130617	250 W GOBBI ST UNIT 2	MDR	PD-R	Rezone/Subdivision	File No. 19-4625; Ord. 1196 (2019)	Gobbi Commons	2024
00130618	250 W GOBBI ST UNIT 3	MDR	PD-R	Rezone/Subdivision	File No. 19-4625; Ord. 1196 (2019)	Gobbi Commons	2024
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18003040	775 E GOBBI ST	HC	C2	Subdivision	File No. MS_16-1651 (2016)	Properidade LLC, Minor Sub - 2 Parcels	2016
00214640	589 N SCHOOL ST	LDR	R1	Subdivision	File No. MS_19-4992 (2019)	School Street - Minor Subdivision; Apeal (J. Brown)	2019
00214641	NONE	LDR	R1	Subdivision	File No. MS_19-4992 (2019)	School Street - Minor Subdivision; Apeal (J. Brown)	2019
00214642	NONE	LDR	R1	Subdivision	File No. MS_19-4992 (2019)	School Street - Minor Subdivision; Apeal (J. Brown)	2019
00106051	921 LIVE OAK AVE	LDR	R1	Subdivision	File No. MS_21-6617 (2022)	SB9 (Dayton - 2 Parcels)	2022
00106052	820 JACKSON AVE	LDR	R1	Subdivision	File No. MS_21-6617 (2022)	SB9 (Dayton - 2 Parcels)	2022
00120339	1310 W CLAY ST	LDR	R1	Subdivision	File No. MS_24-9268 (2024)	Merino, Minor Sub - 2 Parcels	2024
00120340	NONE	LDR	R1	Subdivision	File No. MS_24-9268 (2024)	Merino, Minor Sub - 2 Parcels	2024
18007003	1270 AIRPORT PARK BLVD	AIP-PD	PD-IAC	Rezone	File No. 20-5874; Ord. 1213 (2021)	AIP-PD (Fowler; AIP-PD -PO > AIP-PD-IAC)	2021
18008089	1230 AIRPORT PARK BLVD	AIP-PD	PD-LMMU	Subdivision	File No. 16-2134 (2016)	Akerstrom, Panda, Minor-Sub - 2 Parcels	2016
18008088	1230 AIRPORT PARK BLVD	AIP-PD	PD-LMMU	Subdivision	File No. 16-2134 (2016)	Akerstrom, Panda, Minor-Sub - 2 Parcels	2016



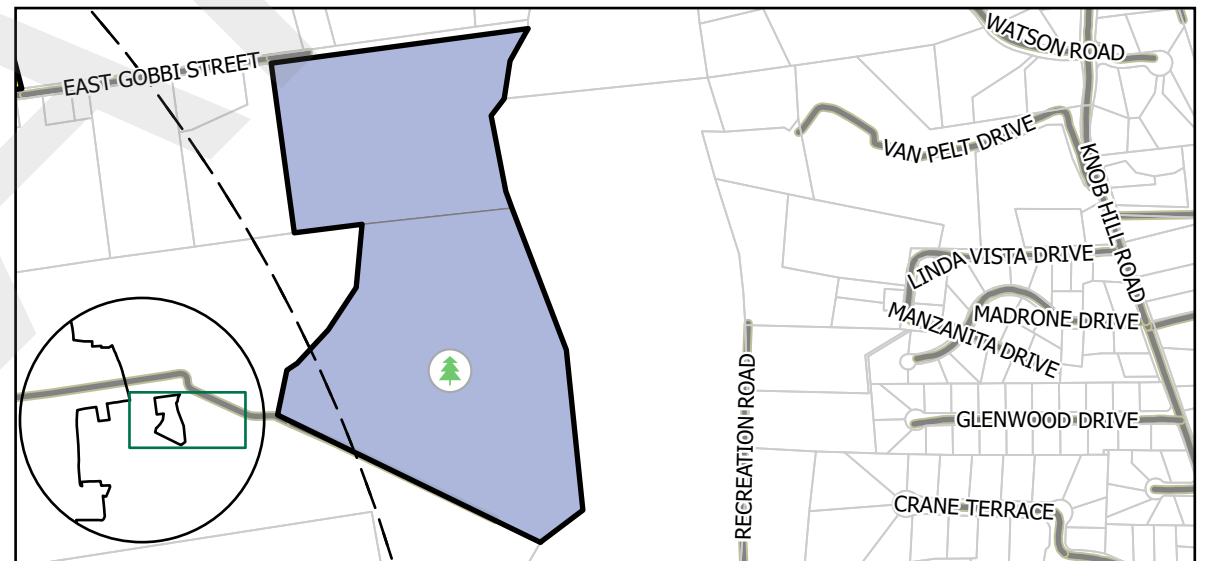
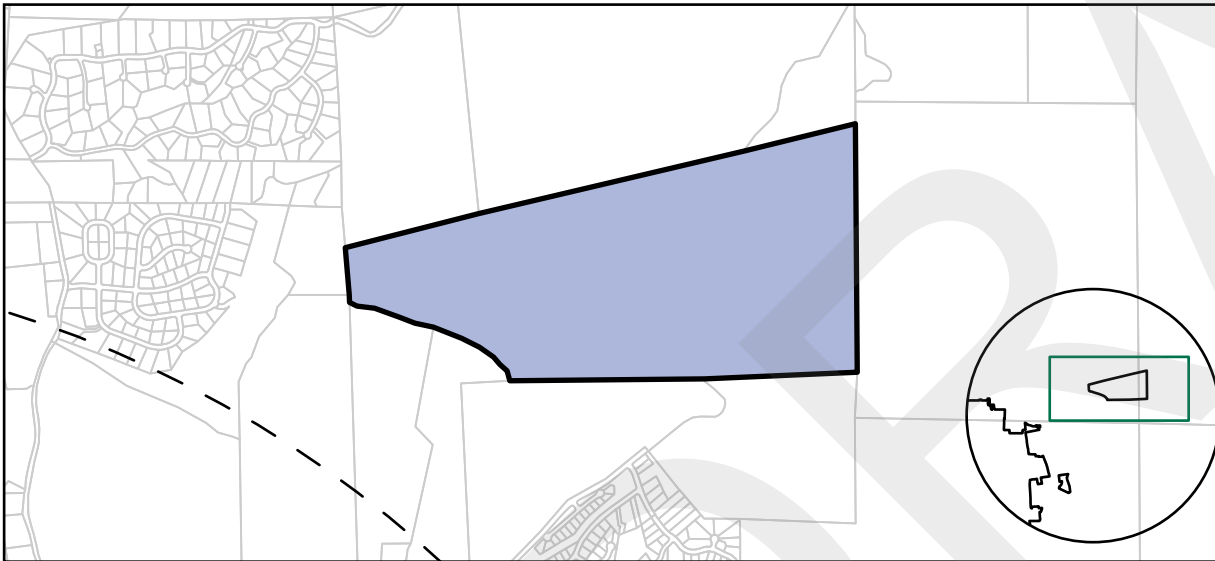
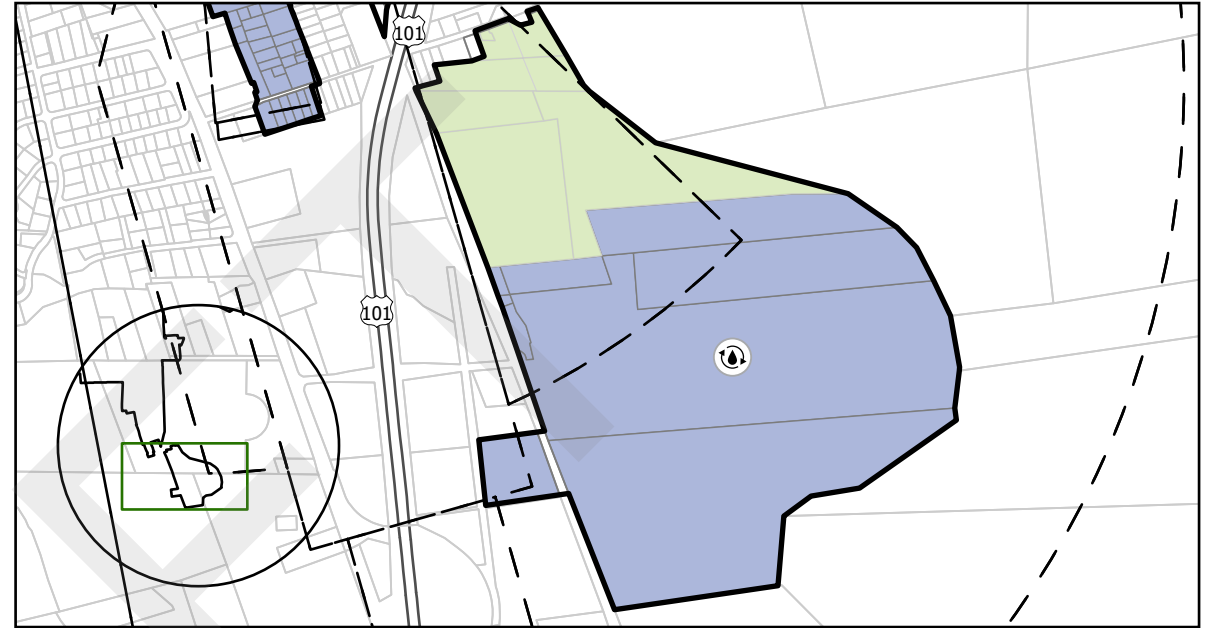
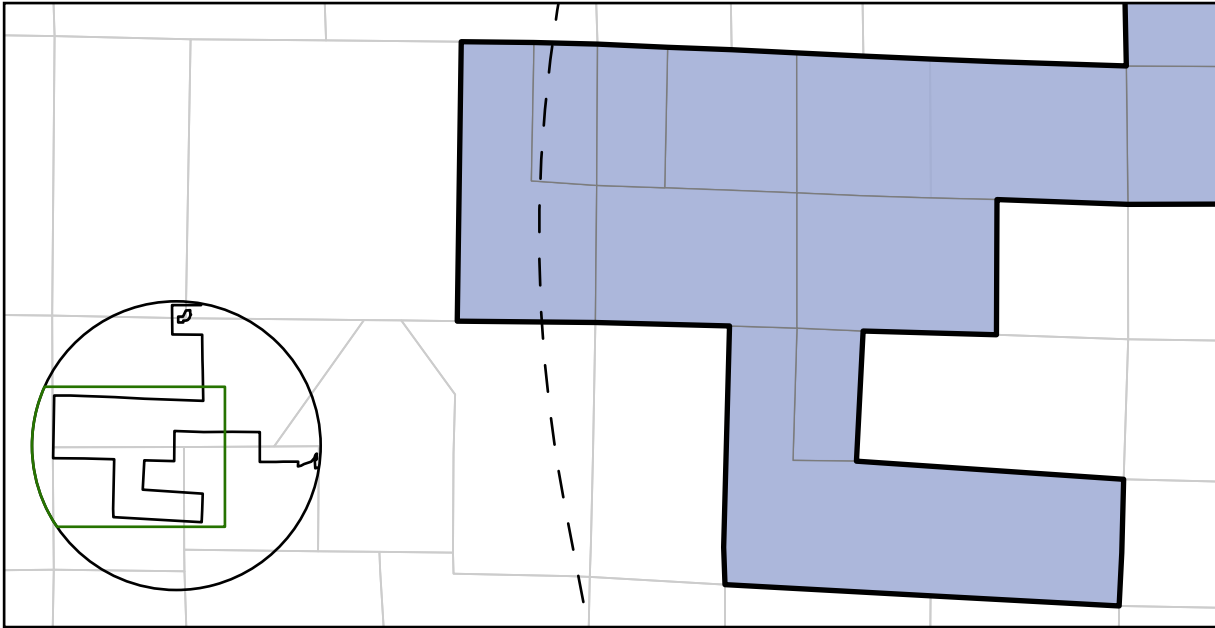
Map Updated - January 2026

CITY OF UKIAH ZONING MAP

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Legend

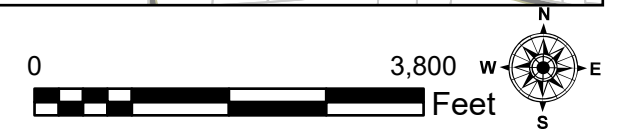
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Low Density Residential - Hillside (R1H)	Community Commercial (C1)	Public Facility (PF)	PDIAC - Planned Development Industrial Auto Commercial	PDPO - Planned Development Professional Office	City of Ukiah City Limits
Medium Density Residential (R2)	Heavy Commercial (C2)	Public Facilities Agricultural Combining (PFA)	PDLMMU - Planned Development Light Manufacturing Mixed Use	Planned Development Residential (PDR)	Downtown Zoning Code
High Density Residential (R3)	Downtown Core (DC)	ROW - Right of Way			Mendocino County Assessor Parcels
	Urban Center (UC)	PDHC - Planned Development Highway Commercial			Airport Compatibility Zones
	General Urban (GU)				



Map Updated - January 2026

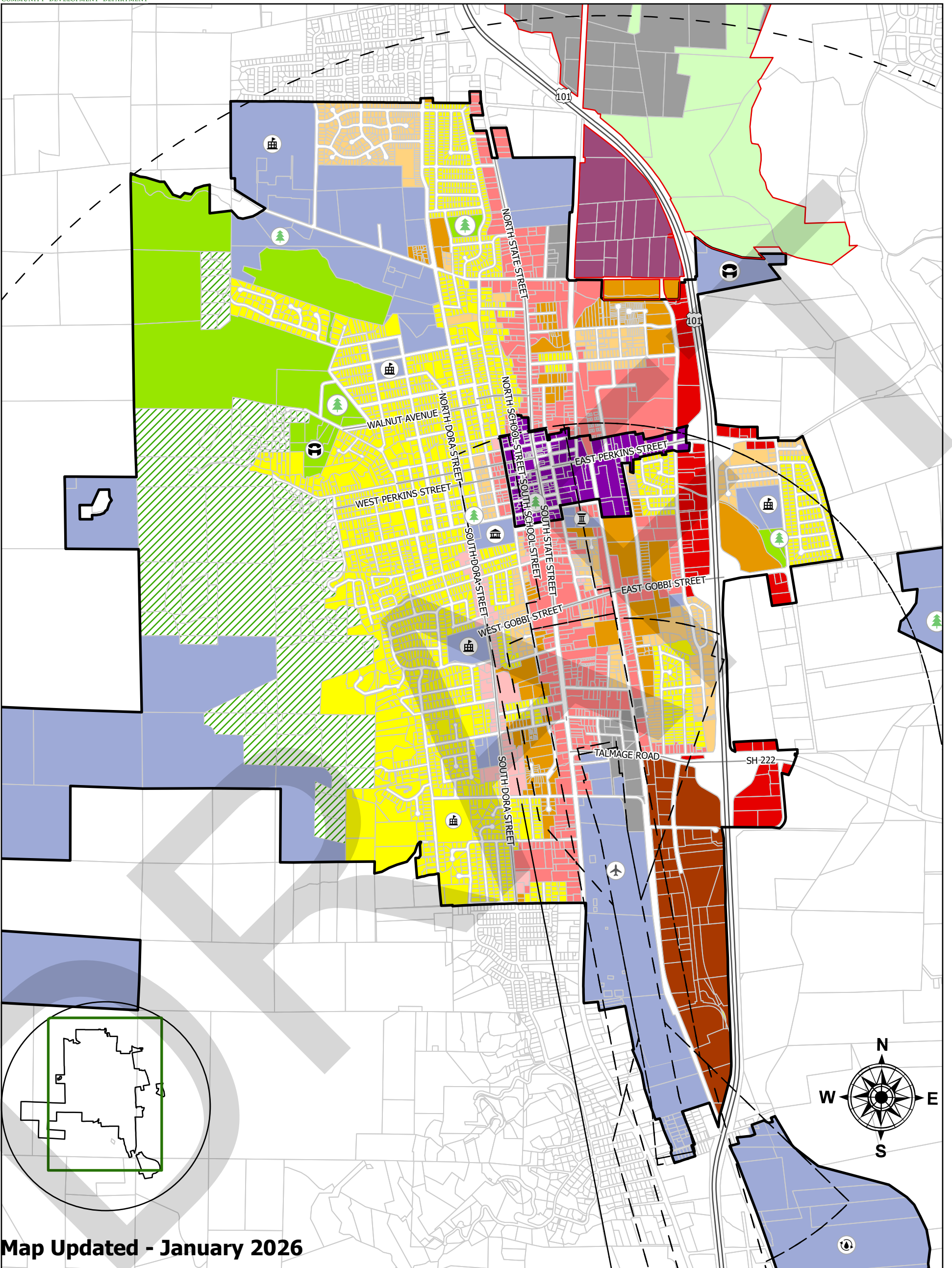
CITY OF UKIAH CITY ZONING MAP

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Legend

- Public Facility (PF)
- Public Facilities Agricultural Combining (PFA)
- ROW - Right of Way
- PDI - Planned Development Industrial
- City of Ukiah City Limits
- Mendocino County Assessor Parcels

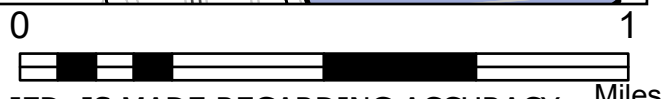


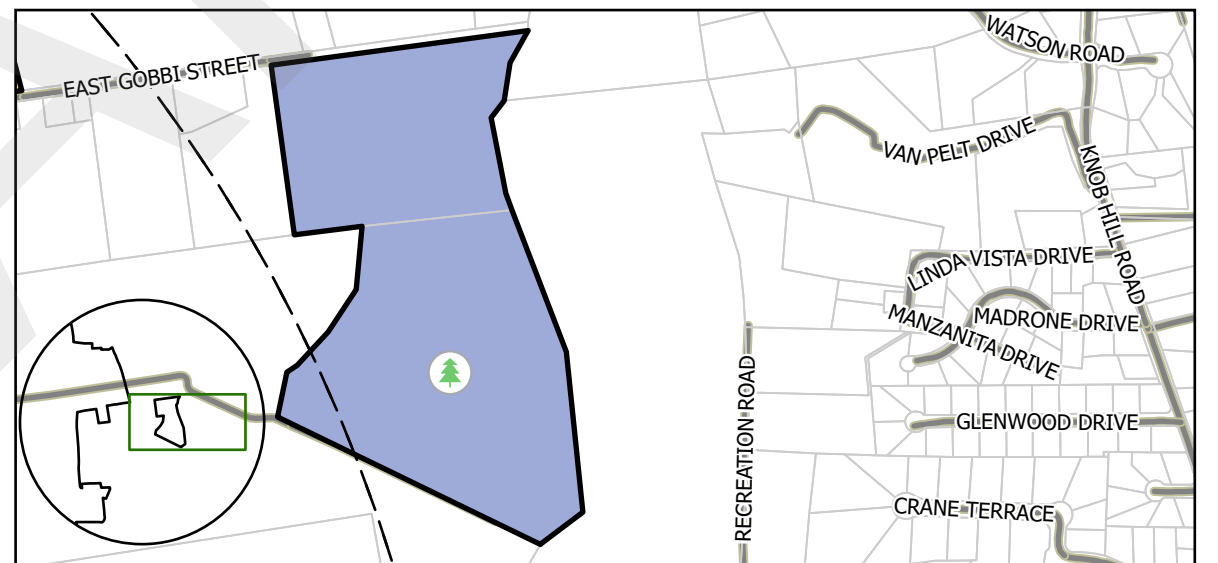
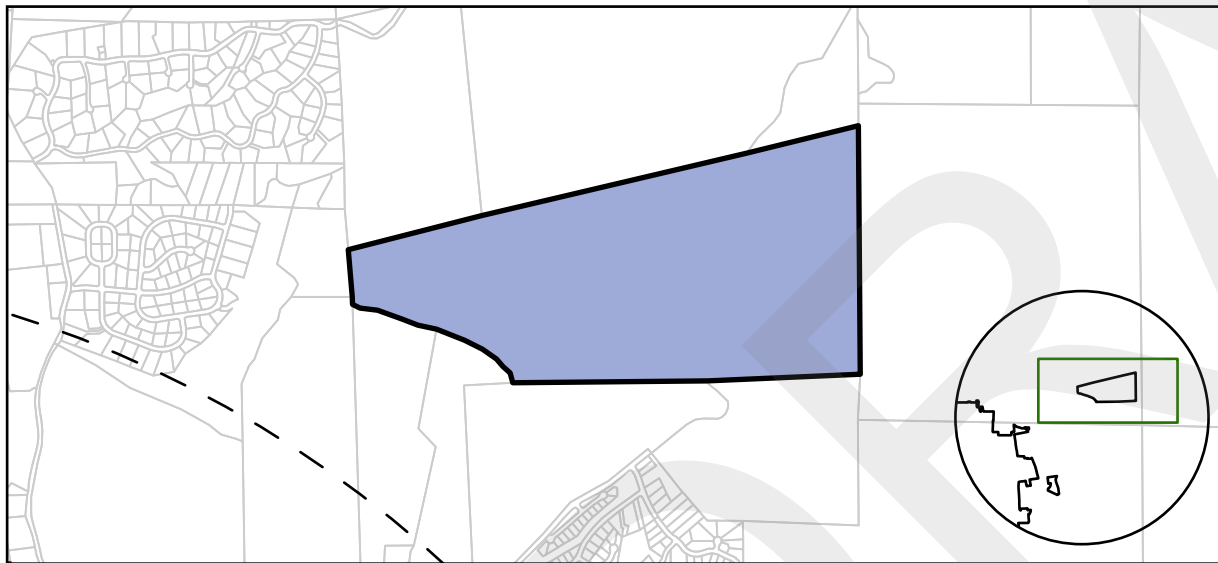
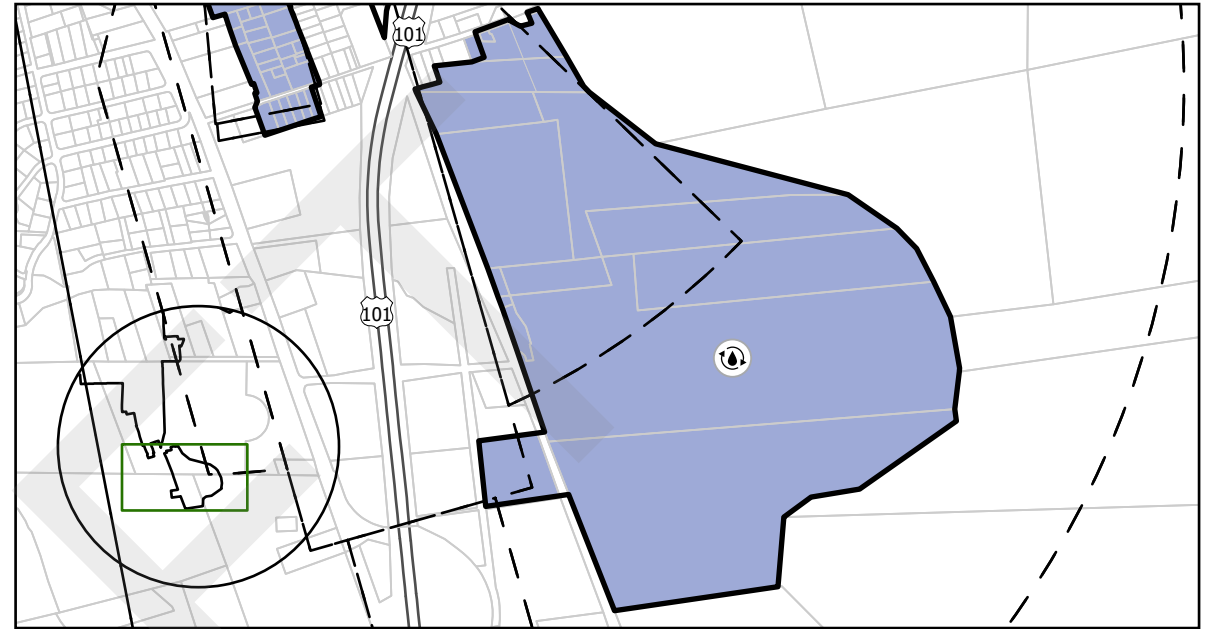
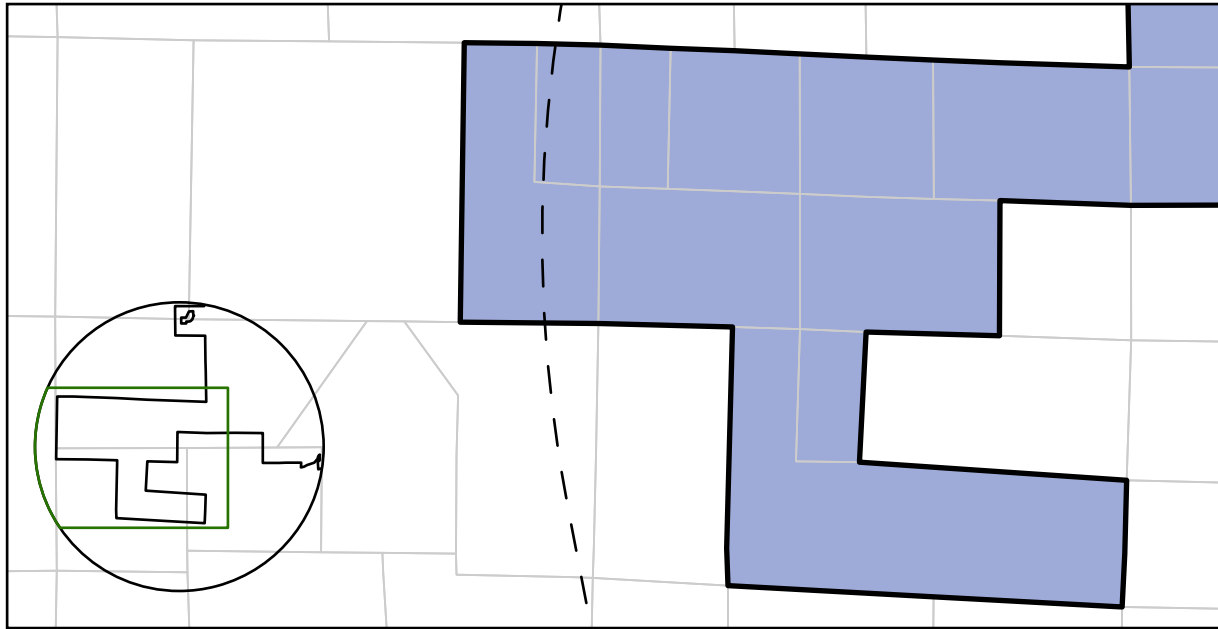
CITY OF UKIAH 2040 GENERAL PLAN MAP

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Legend

- | | | | | |
|---------------------------|----------------------------|-------------------------|--------------|-----------------------------------|
| City of Ukiah City Limits | Medium Density Residential | Neighborhood Commercial | Public | Mendocino County Assessor Parcels |
| Downtown Zoning Code | High Density Residential | Community Commercial | Recreational | Airport Compatibility Zones |
| Hillside Residential | Downtown Core | Highway Commercial | Open Space | Annexation Area |
| Rural Residential | Mixed Use: Brush Street | Industrial | Agriculture | |
| Low Density Residential | | | AIP-PD | |





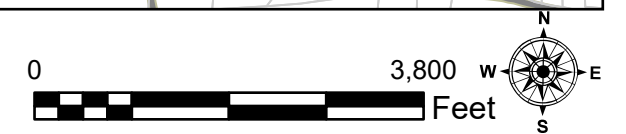
Map Updated - January 2026

CITY OF UKIAH CITY 2040 GENERAL PLAN MAP

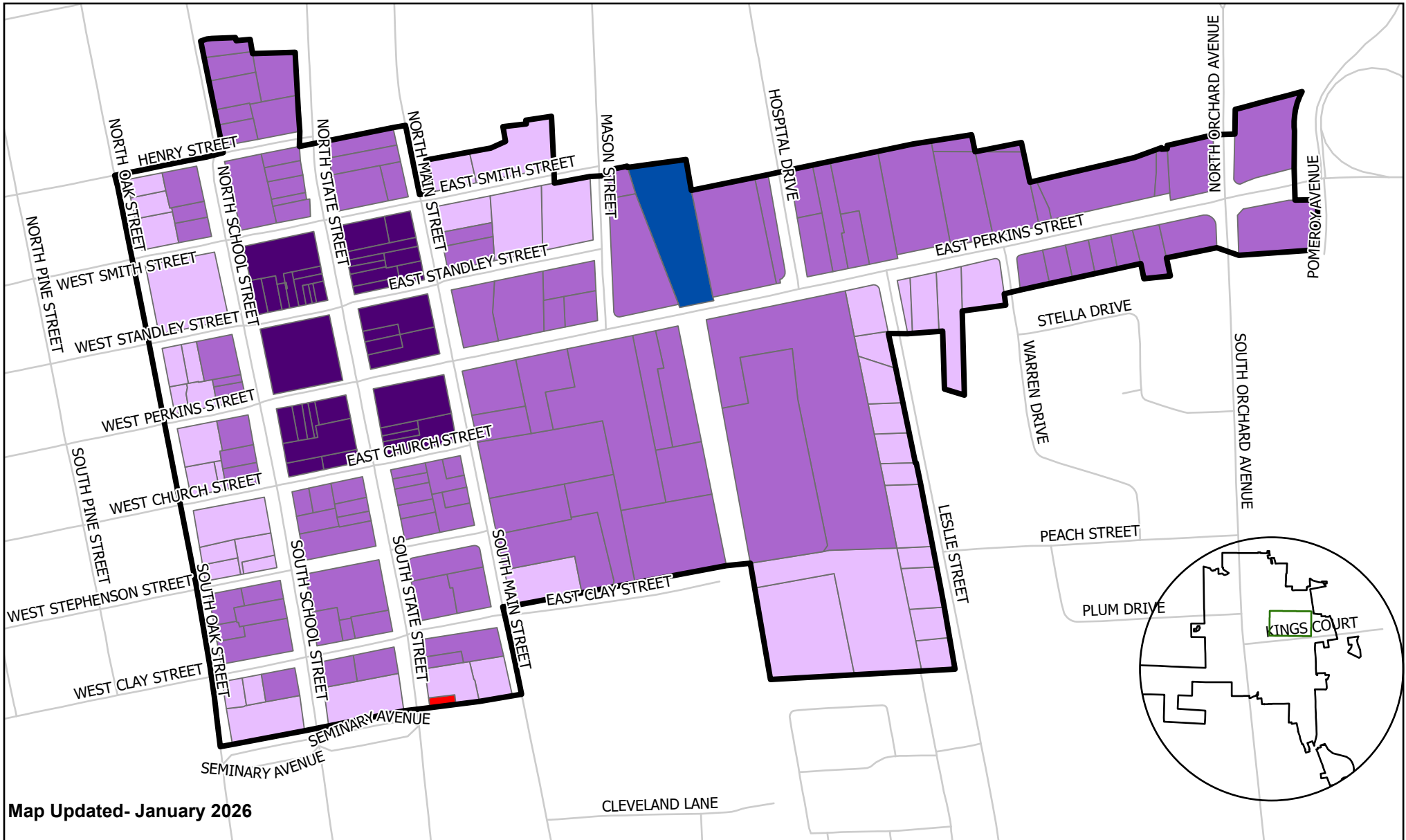
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Legend

-  City of Ukiah City Limits
-  Public
-  Mendocino County Assessor Parcels
-  Airport Compatibility Zones



Downtown Zoning Code Map



Legend

- Roads
- C1 - Community Commercial
- C2 - Heavy Commercial
- DC - Downtown Core
- GU - General Urban
- UC - Urban Center



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AGENDA SUMMARY REPORT

SUBJECT: Recommendation to the City Council to Adopt Policies Establishing the Location and Associated Standards for City Gateways Consistent with 2040 General Plan Policy LU-11.2 and Related Implementation Measures.

DEPARTMENT: Community Development

PREPARED BY: Jesse Davis, Chief Planning Manager

PRESENTER: Jesse Davis, AICP

ATTACHMENTS:

1. Ukiah Valley Growth Management Plan (1995 General Plan) - Gateway Excerpts
2. 2012 Ukiah Valley Area Plan - Gateway Excerpts
3. 2015 Perkins Street Gateway Master Plan
4. 2040 Ukiah General Plan (2022) - Gateway Excerpts
5. Draft Resolution - Exhibit A (2026 Gateway Standards and Location Reference)

Summary: Planning Commission will review and consider adoption of a resolution recommending that the City Council adopt policies establishing the location and development standards for City gateways, consistent with General Plan Policy LU-11.2 and related implementation measures.

Background:

The Ukiah community has long recognized gateways as elements that contribute to community identity and first impressions. The concept of gateway signage in the Ukiah Valley can be traced to the early 20th century, particularly the 1930s, when communities along the U.S. 101 corridor north of San Francisco promoted themselves competitively as the “Gateway to the Redwoods.” This branding effort was intended to attract automobile-based tourism and positioned Ukiah, as well as other similar communities, as entry points to natural, recreational destinations.

By the mid-1990s, the City formalized the Ukiah community's approach to gateways through the adoption of the 1995 Ukiah Valley Growth Management Plan (the City's General Plan, Attachment 1), which established a more structured and policy-driven approach to the topic. The 1995 General Plan identified two distinct gateway types. The first level consisted of regional entry points into the Ukiah Valley, generally associated with major highway approaches. The second level focused on primary corridors leading into and through the city, recognizing that gateways function not only as points of entry but also as extended corridor experiences. These second-level gateways included nearly all major city streets, including North State Street, South State Street, Perkins Street, Gobbi Street, Talmage Road, and Low Gap Road.

The 1995 Ukiah Valley Growth Management Plan emphasized preservation of the Ukiah Valley's rural and bucolic visual character, as well as the role of corridor design in shaping perceptions of the community. As conveyed, gateway areas were identified as locations where development patterns, landscaping, signage, and roadway design should be coordinated to reinforce a cohesive visual identity. To advance these objectives, the 1995 Ukiah Valley Growth Management Plan included Implementation Measure CD-7.I(a), which called for the use of redevelopment authority and other property improvement incentives to encourage reinvestment and aesthetic enhancement within gateway areas. Although redevelopment agencies have since been dissolved

under California law, this measure reflects the City's broader policy to use available public tools to support gateway improvements.

Relevant excerpts from the 1995 Ukiah Valley Growth Management Plan addressing gateway policies and implementation measures are provided in Attachment 1.

In 2012, Mendocino County adopted the Ukiah Valley Area Plan (UVAP). While the UVAP is a County planning document and does not establish City policy, it is derived from the City's 1995 Growth Management Plan, and provides useful context regarding the evolution of gateways. The UVAP built upon themes established in the City's 1995 Ukiah Valley Growth Management Plan and discussed gateways both as scenic entry points into the Ukiah Valley and as urban corridors leading into Ukiah. The document reflects a continued shift toward understanding gateways as continuous experiences shaped by streetscape design, land use patterns, and visual continuity, rather than as isolated points of arrival. Although some implementation mechanisms referenced in the UVAP, such as redevelopment, are no longer available, the document illustrates the ongoing challenge of defining gateway locations and associated planning regulations. Relevant excerpts from the UVAP are included as Attachment 2.

Following adoption of the City's Downtown Zoning Code in 2012, the City advanced many gateway-related design principles through public infrastructure investments rather than regulatory changes to private property. During this period, several corridor studies or plans were prepared that addressed gateway concepts but were not fully implemented. Notably, the 2015 Perkins Street Gateway Master Plan (Attachment 3) proposed a range of design strategies intended to reinforce Perkins Street as a major entry corridor. While the Master Plan itself was not realized, many of its concepts are reflected in subsequent City public works projects.

In later years, the City implemented the State Street Streetscape Project (Phase 1 and Phase 2), as well as the Urban Core Rehabilitation Project, along key corridors including Perkins Street, Gobbi Street, and Main Street. These projects introduced coordinated public realm improvements such as widened sidewalks, landscaped medians, street trees, pedestrian-scale lighting, street furniture, and roadway design treatments. Collectively, these investments enhanced walkability, pedestrian safety, and visual cohesion, reinforcing corridor identity and functioning as gateway improvements without imposing new development standards on adjacent private parcels.

Most recently, in May 2023, the City supported installation of two rust-colored, U-shaped gateway signs that replaced the previous "Welcome to Ukiah" signage. One sign is located at the northern entrance to the city on private property, and the second is located near the southern entrance at Rivino Vineyards, both in unincorporated Mendocino County. Funding for the project was originally reserved annually by Visit Ukiah and was transferred intact when Visit Ukiah merged with the Ukiah Chamber of Commerce and the Ukiah Main Street Program to form the Greater Ukiah Business and Tourism Alliance. Although these signs are located outside City jurisdiction, they correspond to the first-level regional entry points into the Ukiah Valley identified in the 1995 General Plan and reflect continued recognition of gateways as a regional consideration.

Discussion:

On December 7, 2022, the City Council adopted a resolution adopting the 2040 General Plan (Resolution No. 2022-79). The City of Ukiah's 2040 General Plan Land Use Element establishes a clear policy framework for the identification and treatment of gateways. Policy LU-11.2 directs the City to "establish key gateways through landscape design, appropriately scaled signage, building form, and historic themes to create a unique sense of place." Excerpts from the 2040 General Plan addressing gateways are included as Attachment 4. This policy is supported by Implementation Program D: City Gateway Design Standards, which calls for preparation of gateway design standards addressing landscape design and materials, signage, building form, and historic themes for all City gateways.

Staff propose to implement these policies by building upon previously adopted Department of Public Works plans, recently constructed public improvements, and existing design standards that already embody needed principles to address LU-11.2 and inform future public investments. Over the past decade, the City has

implemented a series of Public Works projects, including the State Street Streetscape Phase 1 and Phase 2 and related corridor rehabilitation efforts. These plans established consistent standards for street trees, landscaping, sidewalks, medians, and street furniture near downtown, which can also be used to inform the City's land use policies related to gateways.

With respect to previous planning efforts related to first-level gateways, the City recently supported installation of new highway gateway signage along U.S. 101. Although these signs are located outside City jurisdiction, they address the regional entry points into the Ukiah Valley identified in both the 1995 Ukiah Valley Growth Management Plan and the Ukiah Valley Area Plan, and replace previous gateway signage that had become dated and less-effective. To ensure effective branding, the proposed resolution (Attachment 5) recommends that the Community Development Director prioritize the consideration and removal of older publicly sponsored gateway signage or recommend improvements to the City Council.

For second-level gateways and to address the 2040 General Plan Land Use policy, Staff recommend recognizing east-west corridors including Talmage Road, Gobbi Street, and Perkins Street, including key intersections at Orchard Avenue and Airport Park Boulevard, as corridors within which gateway features should be located (Attachment 5). These recommend features and standards are pulled from recent planning and public works efforts. Talmage Road, Gobbi Street, and Perkins Street were selected by Planning Division Staff as they function as primary entry points into the long-standing City street grid, with Gobbi and Perkins recently the focus of public investment. Staff-identified gateway locations within these corridors that are conceptual in nature, as final placement, design, and extent of gateway features would be subject to site conditions, funding, project cost, infrastructure constraints, safety considerations, and coordination with future capital improvement projects. To provide guidance and reference for future monument placement, Planning Division Staff recommend utilizing excerpts from the Perkins Street Master Plan, which are included as Exhibit A within the draft resolution (Attachment 5).

Under this approach, new development regulations or private parcel requirements are not recommended. However, the draft resolution (Attachment 5) states that future public or private projects located in the immediate vicinity of identified gateway locations should avoid features that interfere with, obscure, or visually compete with established gateway signage and design elements. These recommendations would be applied to permits seeking discretionary permits, such as Site Development or Use permits.

Adoption of the Planning Commission resolution would formally recommend that the City Council recognize the existing first-level and the proposed second-level gateway locations, affirm the use of existing public works standards and previously adopted planning documents to achieve General Plan objectives, and direct future gateway-related improvements to be consistent with the adopted resolution.

The draft Planning Commission resolution is included as Attachment 5 and incorporates example gateway monument concepts and objective design considerations within Exhibit A, drawn from previously approved plans and documents. Staff recommends the Planning Commission review and consider adoption of a resolution recommending that the City Council adopt policies establishing the location and development standards for City gateways, consistent with General Plan Policy LU-11.2 and related implementation measures.

Recommended Action: Adopt a resolution recommending that the City Council adopt policies establishing the location and associated standards for City gateways, consistent with General Plan Policy LU-11.2 and related implementation measures.

2.02.02 General Plan goals, policies, and implementing programs

Goal CD-5: Preserve and enhance the scenic setting of the Ukiah valley.

Policy CD-5.1: Maintain areas without urban scale development that provide visual separation between the Valley's communities.

Implementation Measure CD-5.1(a): Consider the visual effects of density when assigning land use density and building intensity in areas between communities. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Department of Planning and Building]

Policy CD-5.2: Preserve native riparian vegetation on both the Russian River and along tributary creeks in the Ukiah Valley.

Implementation Measure CD-5.2(a): Implement provisions of the Open Space Element related to riparian habitat in the Design Review Guidelines. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Department of Planning and Building]

Policy CD-5.3: Encourage an attractive US 101 viewshed.

Implementation Measure CD-5.3(a): Ensure that design standards in the Land Development Code incorporate provisions to be responsive to enhancing or complementing views from US 101 through the use of landscaping or other site design characteristics. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Department of Planning and Building]

Goal CD-6: Ensure community separation and identification.

Policy CD-6.1: Enhance, protect and preserve viewsapes and visually important community separators.

Implementation Measure CD-6.1(a): Provide guidelines and design recommendations for property owners which assist in their pre-planning for development when their properties are located in highly visible areas. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Department of Planning and Building]

2.03 The "Gateways"

2.03.01 Summary of major findings

A "gateway" is a term used to describe the "first impression" that a resident or visitor has of the Ukiah Valley. For the General Plan, there are two levels of gateways. The first level is the gateways into the Valley — US 101, Highways 20 and 253, and Eastside Road. In general, most participants in the visioning process find that the entry points to the Valley present an attractive panorama of orchards, vineyards, and trees. The natural appearance of the Valley is well-recognized as attractive and beautiful.

These beautiful gateway views of the Valley can become cluttered with large scale buildings of "utilitarian" design and a proliferation of signs and billboards. Thus the beauty which could otherwise be both an attraction to visitors and source of pride for residents would be lost.

The second gateway level is the entrance into the City itself. There are six main gateways to the City and its environs: North State Street, South State Street, Perkins Street, Gobbi Street, Talmage Road, and Low Gap Road. The City gateways are less of a panorama, in that one sees a more narrow scope of view — the streetscape and immediately-visible buildings or lots. Much of the discussion about "how Ukiah looks" when one enters the City is based on the impressions of the area's heaviest concentration of commercial development with the Crossroads Shopping Center (which is in the unincorporated County) at the north, Orchard Plaza at Perkins, and the new WalMart at Talmage. Although Gobbi still retains some large mature treecover, the area close to the railroad opens to "satellite" or "strip-style" commercial development.

Explanation VI.2-XV: Applicability of this section of the Element

Section applies to	City and County
Administration:	
Incorporated areas	City
Planning area	County
Applicable to:	
Agriculture buildings	No
Single family homes	No
Multi-family	Yes
Commercial	Yes
Industrial	Yes
Public	Yes
Planned Developments	*Yes
Master/Specific Plan Areas	*Yes
* - Overall design concepts and overall project	

The corridor of commercial development along State Street is a strong, visually dominant element in both Ukiah and other parts of the Ukiah valley. For visitors and residents alike, generally both the initial and most frequent impressions of Ukiah are made while traveling along this thoroughfare. To a lesser extent this is also true of Perkins Street, Gobbi Street, and Talmage Road. Outside the City's immediate downtown area, much of State Street is dominated by a typical strip development type of streetscape. While street trees have been installed along some property frontages, the trees species used for the most part lack the ultimate growth size needed to provide a more significant visual presence in softening or unifying the streetscape.

2.03.02 General Plan goals, policies, and implementing programs

Goal CD-7: Improve the appearance of area gateways.

Policy CD-7.1: Establish public policy to enhance and improve the appearance of area gateways.

Implementation Measure CD-7.1(a): Utilize redevelopment powers and other property improvement incentives to encourage property owners to rebuild, restore, or generally enhance the appearance of gateway areas. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Department of Planning and Building]

Implementation Measure CD-7.1(b): Utilize volunteer efforts and make available public rights-of-way for planting trees and flowers to improve the gateway streetscape. [Timeframe for completion: Ongoing planning period ♦ Measure applies to: City and County ♦ Agency/Department responsible: City Planning Department and County Department of Planning and Building]

Section 4 Community Design



pleasant contrast to the developed areas of the Ukiah Valley and contribute to its rural and picturesque character. The Russian River, with its riparian groves of trees, also provides a major visual element as it flows through the Valley. Examples of important riparian habitats within the UVAP planning area include the River Park area located at the east end of Gobbi Street, the vicinity of the Perkins Street crossing of the river, and the river area lying south of Lake Mendocino Drive. Creeks flowing to the Russian River also provide riparian corridors. Scattered throughout the Valley are remnants of the valley oak forests that originally covered much of this area. These remaining groves provide a significant silhouette and add to the visual character and heritage of the Ukiah Valley. Many outstanding large trees of all species

should be conserved or protected through creative site design. In the northeastern portion of the Planning Area, Lake Mendocino provides an expansive vista of open water nestled between the hills. Community design can play a role in maintaining the panoramic views and attractive first impressions.

Community Separation

Although design guidelines are intended to provide a comprehensive and cohesive aspect associated with the visual environment, they can also be utilized to reinforce the uniqueness of the existing communities within the UVAP planning area. This can be accomplished by tailoring certain elements of the guidelines to reinforce unique aspects of communities such as Talmage, Calpella, and The Forks. Design guidelines can also help in maintaining green/open space between communities in order to emphasize community distinctiveness.

Creating a Sense of Place

In addition to maintaining visual separation between communities, measures that create a sense of place are equally important. By incorporating features such as green space, landscaping, street trees and furniture, public art, pedestrian oriented development, cohesive architectural elements and other visual aspects that reflect the vision of the people, a community with a stronger sense of place can be created. By requiring and encouraging such design elements in new development, the County can help to preserve and enhance community character well into the future.

Scenic Corridors and Gateways

A Scenic corridor is a route with a high visual attractiveness that should be protected and enhanced. A gateway is a term used to describe an entry point to a community or area.



U.S. 101 is an important scenic corridor that provides travelers and residents visual access to the beauty of the Valley. Prior efforts to enhance the corridor's appearance included the Chamber of Commerce's U.S. 101 beautification program that resulted in the planting of trees in an area between Burke Hill Drive and Lake Mendocino Drive. Organized efforts such as Caltrans' Adopt-a-Highway program provides litter cleanup by local groups, improving the overall aesthetic beauty of the Valley. Improvement of the appearance along the U.S. 101 corridor enhance the impressions on the users of that highway.

Gateways are important because they provide a resident or visitor's "first impression" of the Valley and its various community areas. The major Valley gateways include U.S. 101, State Routes 20 and 253, and Eastside Road. Within the Valley, entrances to the various community areas such as the City of

Ukiah, Talmage, and Calpella are also considered gateways. Several of the Valley's gateways present a panorama of orchards, vineyards, trees, mountain sides, and various levels of development. It is important to protect and enhance gateway views which can become cluttered with too many structures and a proliferation of signs and billboards. The community wishes to preserve and enhance the beauty that is an attraction to visitors and source of pride for residents.

The gateways into the City of Ukiah and the immediate surrounding vicinity include North and South State Street, Perkins Street, Gobbi Street, Talmage Road and Low Gap Road. These gateways focus attention on the streetscape and development immediately visible in the area. The relatively intense and disorganized commercial development at many of these gateways could negatively influence the perception of the area for first time visitors and everyday residents alike. Indeed much of State Street outside of downtown Ukiah is dominated by commercial strip development. While street trees have been installed along some property frontages, the tree species generally lack the ultimate growth size needed to provide a significant visual presence by softening or unifying the streetscape.

Both Talmage and Calpella are distinct communities which have gateways that provide visitors with an overall impression of each community's unique characteristics. Talmage contains unique features such as the entrance to the City of Ten Thousand Buddhas which is visible as one approaches from the south on Eastside Road. Calpella includes features such as Russian River views, open space and agricultural lands immediately adjacent to the built environment, and an eclectic style of buildings in close

Section 4 Community Design

proximity to one another which is part of the current community character.

Changes in what both the County and City require of future development projects as well as collaborative efforts by both jurisdiction will go a long way in improving the Valley's scenic corridors and gateways.

Design Guidelines

The UVAP Community Design policies are intended to be the foundation from which formal Community Design Guidelines shall be established. These guidelines, which will be developed from community input and may be implemented via a separate Design Guidelines document or Land Use Codes, will form the framework for design-related evaluation of proposed developments.

Design Guidelines could include some or all of the following design-related aspects and would be developed with substantial public input:

- Architectural features
- Encouraged/Discouraged design elements
- Setbacks, height limits, building envelopes
- Parking requirements and visual treatments
- Public and Private area landscaping
- Sign requirements and limitations
- Relationship to neighboring structures
- Street, curb and sidewalk standards



Additional aspects could be added as needed with the entire set of Guidelines refined over time. The design review guidelines will be used for evaluating the suitability and appropriateness of individual projects. A project that is consistent with the design guidelines (once adopted) is likely to be well received and could therefore move more quickly through the permitting process. To prevent unnecessary delay of development projects, the guidelines should be clear enough for architects, agents and planners to design a project that is consistent with the intent of the Design Guidelines or Land Use Code.

Design guidelines for the UVAP and the City of Ukiah should be consistent in City-County transition areas, the Valley's "gateways," and along the State Street, U.S. 101 and railroad corridors. A comprehensive approach to design standards and guidelines will

help to improve overall visual appearance, unify streetscapes, emphasize valued community themes, provide a “sense of place”, and enhance the cohesiveness of the “Valley” as a community.

Special Design Issues

Below are some special issues to be considered in the development of design guidelines. As development occurs, design and visual appearance issues facing a community tend to increase. The visual appearance of signs, sound walls, above ground utilities, public places, parking lots, and the effects of artificial light, are issues of particular importance. It is the County’s intention that these issues will be addressed in the future set of design guidelines or additions to the land use code. These issues are not intended to be all inclusive, other design issues and programs would be addressed as deemed necessary as part of the preparation of the design guidelines.

Sound Walls: As an area develops or as traffic increases, vehicle noise can become a source of annoyance and potentially a health hazard in residential areas adjoining major street and highway corridors. A common solution is to construct noise barriers between the residences and the road generating the noise. Technically, noise barrier sound walls must be of adequate height to block the line-of-sound between the noise-generating vehicles and the noise receivers. Noise barriers may take a variety of forms, most notably sound walls, or fences if properly designed. Poorly designed, they can overwhelm the scale of the community, block views and create a substantial visual dead space that decreases the walkability. This plan recommends avoiding these structures wherever possible and mitigating the noise impacts through other mitigation if feasible.

Utilities: A common method of improving the design and appearance of an area is to place utilities— electrical power, telecommunications and cable television—underground. Utility facilities which must be placed aboveground, such as communication and electrical towers, should be subject to special design standards, such as shared use to avoid unnecessary duplication of facilities.

Public Places: Public buildings, parks and other facilities are often visually prominent. However, quite often, local governments economize on facility appearance. The County and City can develop standards of design that sets an example for quality in appearance, through the appropriate use of signs, graphics, color and trim. Because public buildings often dominate or set the tone for the area in which they are located, they should at minimum adhere to the same quality design guidelines as private development.



CD1.2a: Site Planning

Promote and encourage the use of creative site planning techniques such as clustered development and planned development to facilitate the objective of providing a mix and range of housing types.

CD1.2b: Attractive Street Frontages

During project review, promote improvements that offer attractive, accessible, and pedestrian-friendly street frontages that contribute to the character of the Valley.

CD1.2c: Segmented Buildings

Ensure that building forms are well articulated. Avoid large, unsegmented shapes in building design such as blank walls or an unbroken series of garage doors on street frontages.

CD1.2d: Parking Lots

Require shade trees in large parking lots and planter separation between parking and property lines. Where possible, achieve substantial mature-tree canopy coverage of the paved areas of new parking lots.

Encourage development of surface parking behind the structures they serve rather than between the building and the street.

CD1.2e: Unique Design Elements

Ensure that building designs include varied building façades, rooflines, and building heights to create interesting and differentiated building forms and shapes.

CD1.2f: Public Facilities

New public uses shall be subject to design guidelines that address building form and incorporate relevant standards applied to private development.

Seek the cooperation of government agencies and special districts in complying with the design guidelines for new buildings and facilities.

CD1.2g: Design Guideline Outreach

Assist the public in understanding and complying with the design guidelines through informational materials and pre-application conferences.

GOAL CD2: Protect and enhance the natural beauty and scenic viewsheds of the Ukiah Valley.

Policy CD2.1: Enhance the visual appearance of the City-County transition areas, the Valley's gateways, State Street, and U.S. Highway 101 within the Valley.

CD2.1a: Building Distribution

Limit building intensity between Valley communities to provide a visual separation.

CD2.1b: Gateway Enhancement

Use the redevelopment powers or property incentives to encourage property owners to rebuild, restore, or enhance the appearance of the gateways.

Make public rights-of-ways available for the planting of trees and flowers to improve gateway streetscapes.

CD2.1c: Noise Barriers

Avoid the use of sound walls or other noise barriers for noise mitigation whenever feasible; if unavoidable, require design review for aesthetics, function and sound-reducing capabilities.

CD2.1d: Sign Guidelines

Develop sign guidelines that incorporate a program for sign size, height, location and design to enhance visual appearance, unify the streetscape, and reduce visual clutter.

Policy CD2.2: Reduce excessive artificial light to maintain the quality of life throughout the Ukiah Valley.

CD2.2a: Lighting Guidelines

Adopt and enforce design guidelines that include standards to reduce excessive artificial light such as reduced wattage, downward shielding and limited hours.

Coordinate with the Ukiah Dark Sky Initiative to identify recommendations for lighting standards that reduce artificial light while maintaining adequate visibility for safety and security.

CD2.2b: Interim Design Guidelines

Until the design guidelines and landscape guidelines are adopted, the County will conduct design review of proposed discretionary projects. Outdoor lighting for new projects will not be allowed to cause light trespass and will limit light pollution to the degree feasible. The County will use as interim guidelines

the Simple Guidelines for Outdoor Lighting Regulations developed by the International Dark-Sky Association.

Policy CD2.3: Encourage and design the placement of utilities in a manner which improves visual appearances.

CD2.3a: Underground Utilities

Locate utilities underground where feasible and safe. Support utility provider cooperation in sharing costs and responsibilities for locating utilities underground.

CD2.3b: Utility Screening

Require that utilities, communications towers, and devices that must be sited above ground be designed and located to minimize visual impact and clutter, using techniques such as screening and shared use of facilities.

PERKINS STREET GATEWAY MASTERPLAN
JULY, 2015



ACKNOWLEDGEMENTS

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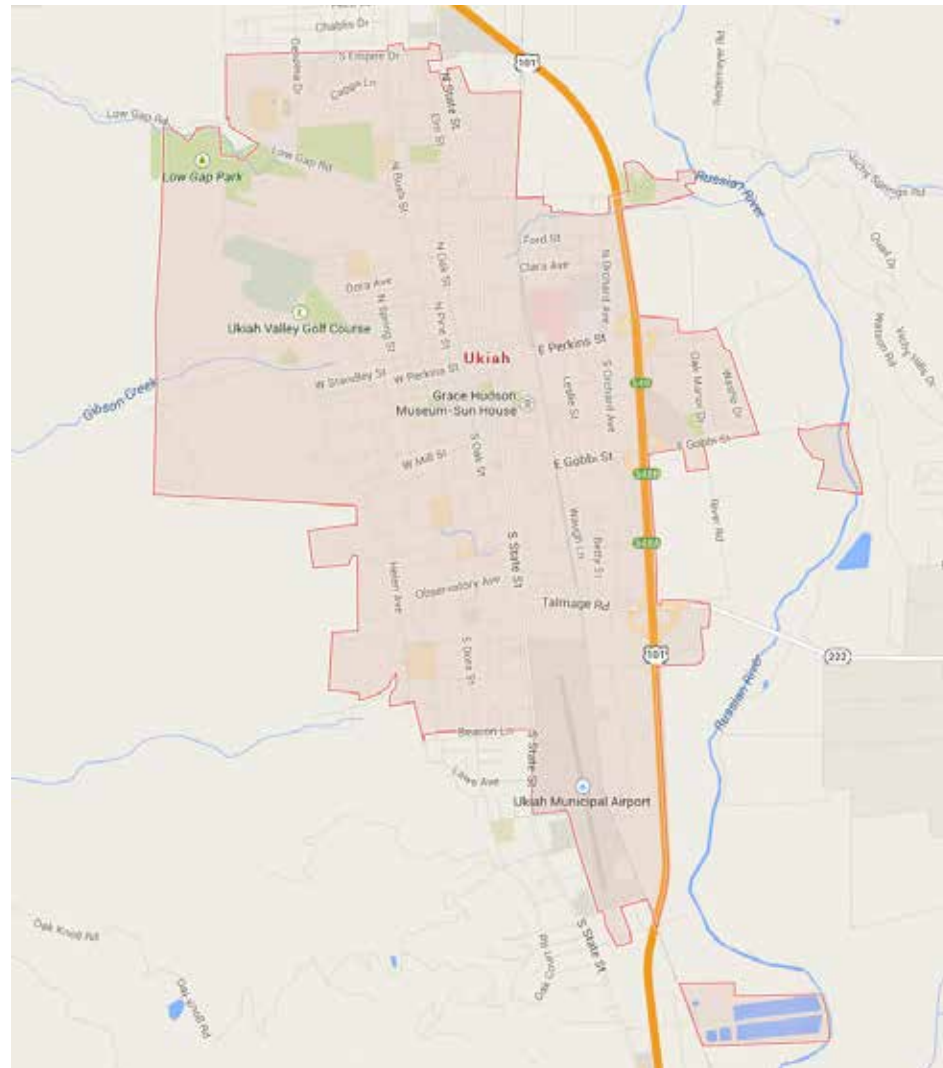
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I. OVERVIEW

The City of Ukiah, situated along Highway 101, is the largest city in Mendocino County as well as the County seat. In addition to its civic significance, Ukiah's character and charm are built upon a long agrarian tradition of pear orchards and rolling vineyards as well as a vibrant arts community. This character should be reflected along the city's major thoroughfare of Perkins Street. As an entrance into the community, it needs to adequately reflect Ukiah's rich heritage.

The Perkins Street Gateway Master Plan aims to strengthen its link to downtown Ukiah from Highway 101 by creating a more welcoming and accessible community gateway that is a reflection of the city's character. This includes accommodating multiple modes of transportation including vehicles, pedestrians, and bicyclists, as well as enhancing safety and aesthetic design. The study looks at both current and future adjacent land uses to build a healthy relationship between all modes of transportation and economic health for the community. Ukiah is a wonderful place to live and visit, and this should be reflected in its gateway streetscapes.



Source: Google Maps



2. PROJECT SETTING

The 2010 census lists Ukiah as a thriving city of 16,075, covering an approximate area of 5 square miles. Perkins and Gobbi Streets are the two major thoroughfares into the City, bringing vehicular traffic from Highway 101 into downtown Ukiah.

Future development of the courthouse along Perkins Street will further enhance the street's dominant role as a gateway into Ukiah and to the Mendocino County Seat.

Main Street and State Street run perpendicular to Perkins. It is a primary street providing access to the cultural, civic, and business heart of the city of Downtown Ukiah with its civic center, art galleries, a farmer's market, and local shops.

Ukiah also hosts Class II bicycle lanes which run along State, Orchard Avenue and Gobbi Street. Phase 1 of the NWP Rail Trail from Clara Avenue to Gobbie Street will be completed in Summer 2015. Perkins Street intersects the trail and will further enhance the bikability and walkability of Ukiah.

Bike Lane Classification

Class I (NWP Rail Trail Phase 1) - Includes bike paths and multi-use trails that are separated from roadways. They are often shared with pedestrians, and bicyclist must yield to pedestrians. These are paved facilities that are typically 12 feet wide



Class I bike path - NWP Rail Trail Phase I

Class II (Existing Gobbi Street bike lane) - Includes bike lanes on roadways and are designated for bike use by way of striping, signage and pavement legends. Street parking may or may not be allowed along the roadways in which bike lanes are situated. These lanes are typically are 5' in width.



Class II bike path

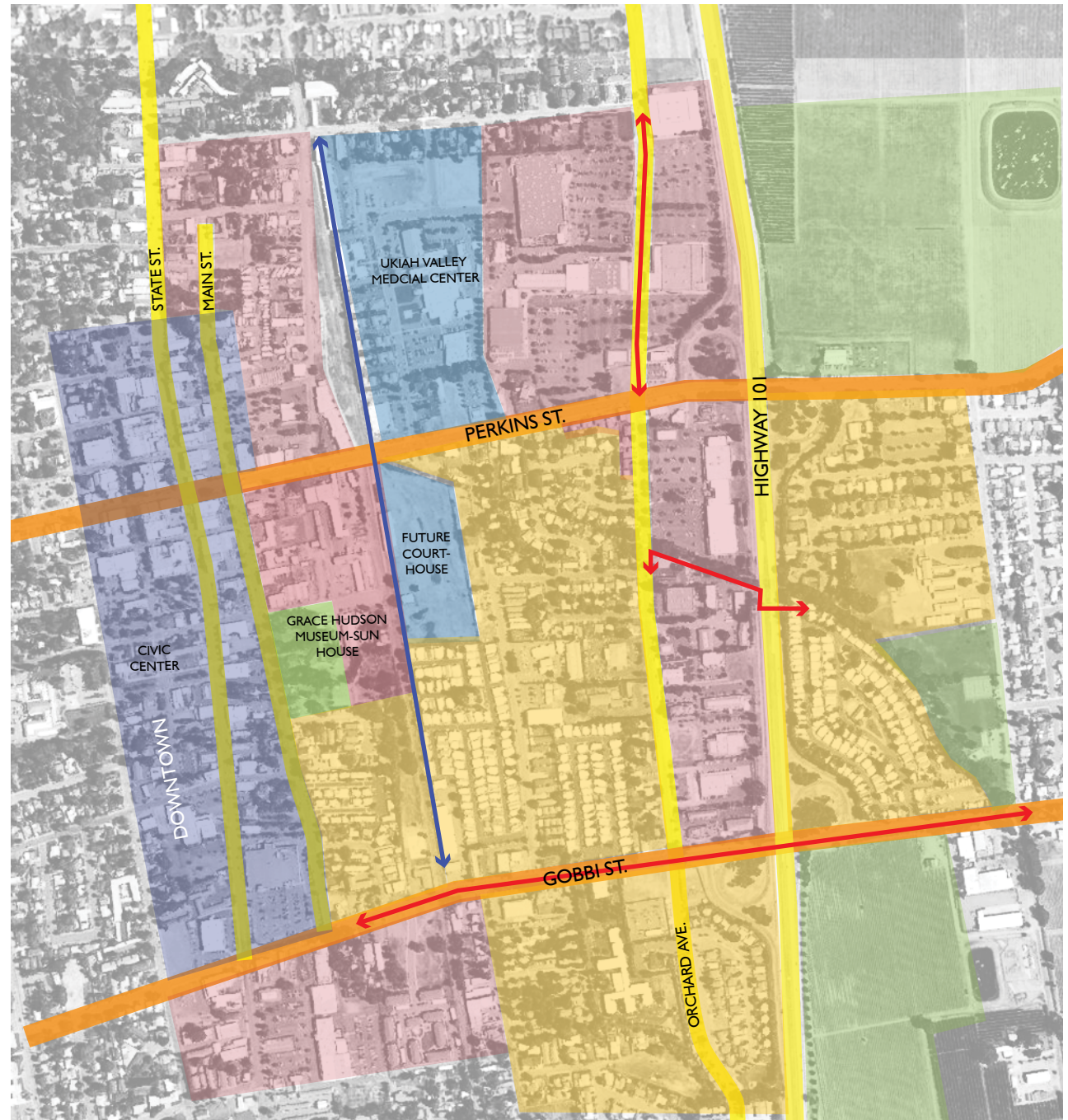
Class III - Includes roadway travel lanes designated by signage for shared bicycle use.



Class III bike path - Existing Condition at Gobbi Street

LEGEND

- COMMERCIAL/RETAIL
- RESIDENTIAL
- INSTITUTIONAL
- OPEN SPACE/AGRICULTURAL
- EXISTING CLASS I BIKE LANE
- EXISTING CLASS II BIKE LANE



Existing Bike Path Conditions



3. EXISTING CONDITIONS

As one of the primary vehicular entries to the heart of downtown Ukiah, Perkins Street has a special role in bringing people into the center of the city, as well as providing critical access to the county’s largest medical campus. It is comprised of 4 lanes of traffic—2 lanes in each direction—and straddled by institutional and commercial properties between Highway 101 and State Street (the exception being the area between Orchard & Leslie St, which is comprised of residential properties). The distance to city center from Highway 101 is just over half a mile.

In accessing existing conditions, the following issues were noted:

- Auto dominated thoroughfare
- Gaps in sidewalks prohibit pedestrian movement
- Limited pedestrian crossing opportunities
- Limited right-of-way width
- Lack of pedestrian scaling
- Lack of pedestrian scale lighting
- Utilities and utility poles impeding pedestrian circulation (undergrounding between State and Pomeroy under construction, completion 2015)
- Lack of trees or planting to soften the street
- Lack of visibility to retail shops
- Long, straight roadway encourages speeding



Vehicle dominated street



Parking extends over sidewalk



Existing improvement could be refreshed



Historic character should be emphasized



Perkins Street Existing Conditions



4. GOALS + OBJECTIVES

The goal of the project is to develop a welcoming gateway that identifies the Highway 101 edge to Ukiah and encourages vehicular, pedestrian, and bicycle movement into downtown in a safe manner and within an inviting streetscape. The project will celebrate and highlight the unique character of the community while providing traffic calming, increasing safety for cyclists and pedestrians, improving the overall health of the community, and enhancing the visual appeal of the streetscape. The streetscape improvements will create an environment where people want to spend time, thus promoting economic development in a variety of ways.

A. Create a Destination/Branding

1. Entry Statements - Demarcation at Orchard Avenue defines the entrance into Ukiah. Monoliths and/or overhead arches can be used to enhance the sense place as residents and visitors enter into and exit the downtown core.
2. Elements Palette - Design streetscapes with a iconic vocabulary of furnishings that are pedestrian friendly in scale and amenities. Development along store frontages should establish a human, touchable scale that encourages the pedestrian to feel comfortable enough to walk around and linger. This includes widening sidewalks and providing opportunities for benches and seating areas to activate the sidewalk spaces and unify the streetscape experience.
3. Green Streets - Adding trees and planting along Perkins Street will help to define the City Core. Greenery creates a readable landscape which welcomes and slows down visitors, encouraging them to enjoy Ukiah

B. COMPLETE STREET - SHARED USE OF COORIDORS BY MULTIPLE TRANSPORTATION MODES.

1. **Pedestrian Enhancements** - The large residential community within 2 miles of the project area presents a unique opportunity to get people out of their cars. Walkable destinations to the store, to the library, or to a restaurant help residents get to know and interact with their neighbors, business owners and their city. Following Complete Streets guidelines, such as implementing bulb outs and safe crossings, encourages this pedestrian behavior which also helps to support the economic vitality of downtown Ukiah. Widening sidewalks and reducing the lanes to one lane in each direction in the downtown core will increase safety. This will facilitate pedestrian crossing by allowing individuals to establish their presence within a crossing area before vehicles begin to turn.
2. **Bicycle Enhancements** - While Perkins Street will never be considered a bike thoroughfare, it should support bike crossings such as at the NWP Rail, by having a visible and safe design to facilitate bike movement across the busy street.



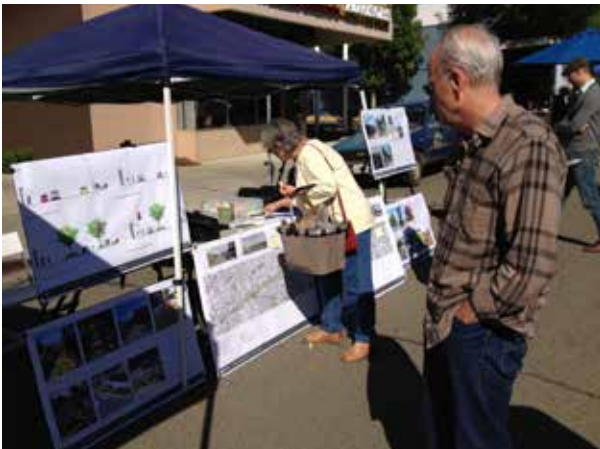
5. COMMUNITY INPUT

A. Community Outreach

On September 27, 2014, Gates and Associates staffed a booth at the Ukiah Farmers Market to talk with the community about the proposed improvements along Perkins and Gobbi Streets. In a booth setting, Farmers Market attendees could see proposed changes, ask questions, and provide input on the plan and sections provided. Concerns and preferences were documented and implemented for the public workshop presentation.



Dot preference boards with comments



Farmers Market booth with displays

Between 75 - 100 people stopped by to talk about the proposed improvements.

Some general comments:

1. Many expressed that they hoped the improvements would not worsen the traffic in the area.
2. Include wayfinding and signage for pedestrians and bicyclists to point out overpasses that are bike-friendly
3. Liked medians in the street with trees
4. Interested in Gateway with arch over Perkins. But, wondered about City restrictions on the height for this archway. Would need to clear truck heights.

B. Public Workshop

On October 28, 2014, a public workshop was held at City Hall. Mailed flyers and postings invited residents, business owners and interested parties to attend and provide input on the proposed changes. A short presentation was followed by a question and answer period to encourage input on the revised plan and sections. Approximately 30 individuals, comprised of residents, business owners and public staff participated in the workshop.



Attendees reviewing boards and adding comments



Public workshop discussion

A recap of comments from the workshop:

Perkins

1. Need to include future courthouse and new road alignment in proposed design.
2. Shift gateway element to area near future Courthouse.
3. Add banister to light poles between gateway and State Street.
4. Look at opportunities to reduce motorists speeds turning right on to Main Street.
5. Smaller monument at median nose after Orchard/No monument at northeast and southeast corners at Perkins and Orchard.
6. Verify tree selection with City street tree list.
7. Address drainage issues near Warren

Components

1. No center paving pattern at pedestrian crossing intersections.
2. Large piano striping preferred over pavers or asphalt stamping.
3. Utilize traffic-rated striping paint that is not slippery to pedestrians.
4. Prefer contemporary LED lighting.
5. Follow dark sky requirements.
6. Need pedestrian-operated crossing signal for trail crossing.
7. Use native plants / low-water plants in medians.
8. Ukiah as the County seat should be reflected in civic monumentation.

6. VISION

A. Circulation

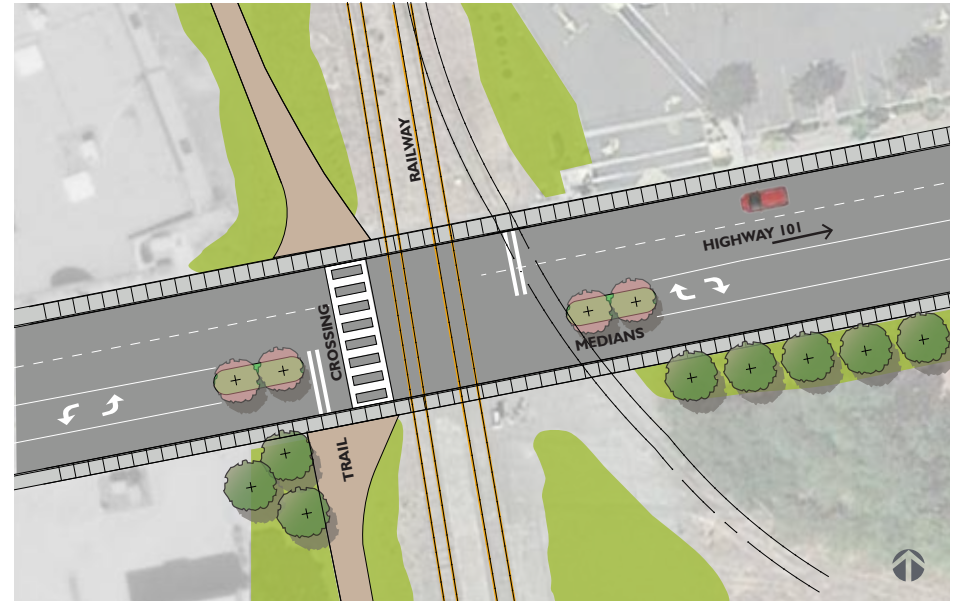
1. Vehicular - Perkins Street would be reduced from a 4 lane thoroughfare to a 3 lane thoroughfare with the third lane becoming alternating turn lanes to facilitate traffic movement with strategically placed planted medians. This will clarify movement pattern and enhance street calming.
2. Pedestrian - Sidewalk enhancements include bulb outs with enhanced sidewalk treatments at Orchard and State Streets to facilitate a comfortable pedestrian crossing of Perkins Street.

B. Enhanced Landscaping

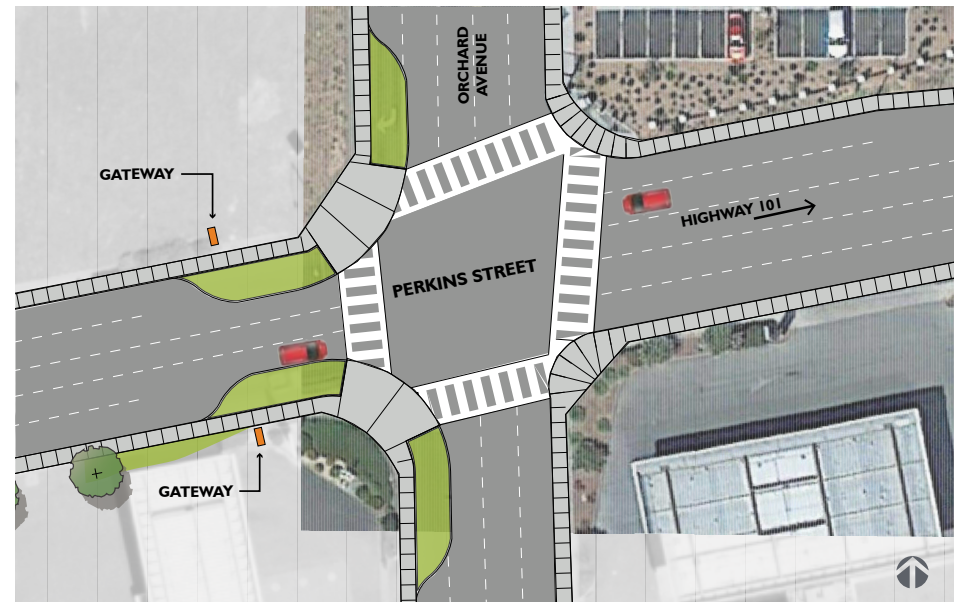
Planted medians, and dedicated planting along the full south edge of Perkins Street, including street trees, will enhance the streetscape character of Perkins Street and help link the entrance to Downtown.

C. Streetscape Improvements

1. Streetscape - Existing overhead utility lines are to be underground, leaving the sidewalk clear of obstructions. A new pedestrian crossing would be installed (Summer 2015) at the trail/railway crossing to facilitate pedestrian and bike movement across Perkins Street and further support the multi-use trail system running along the train track in the City of Ukiah.
2. Gateway Element - Installed at Orchard Avenue, just off Highway 101, the gateway defines the City's entrance, and reinforcing the sense of place for the City of Ukiah.
3. Promote access into Ukiah Valley Medical Center by opening up a lighted 4 way intersection at Leslie Street.



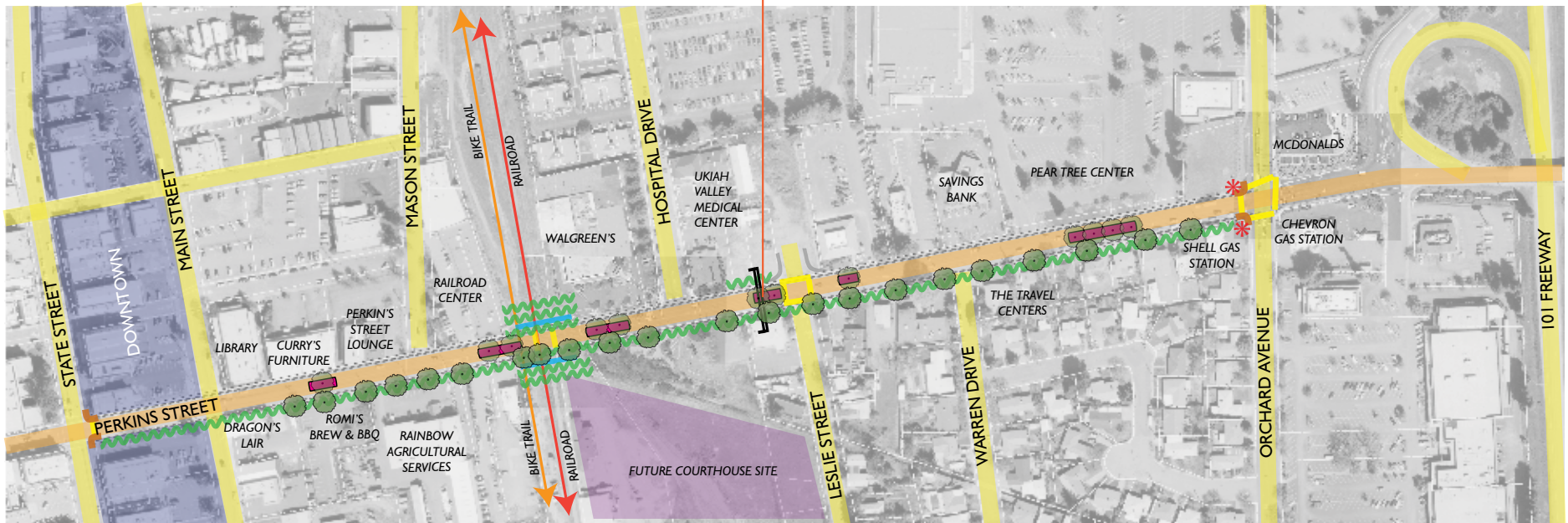
Perkins Railroad Enlargement



Perkins and Orchard Enlargement

LEGEND

- SIDEWALK ADDITION
- ~ LANDSCAPE PLANTING
- MEDIAN PLANTING
- ENHANCED CROSSWALK
- ┌ BULBOUT
- TREES
- ✱ ENTRY ELEMENT/GATEWAY
- ← RAILROAD
- ← PEDESTRIAN/BIKE PATH



Perkins Street Conceptual Plan
 0 160' 320'



Add bulb outs with planting, zebra crosswalk, provide intersection colored enhancement coupled with Gateway at Orchard and Perkins announce the City entrance into Ukiah.



Perkins Streetscape Photosimulation



Current View

A three lane thoroughfare with center medians at key location in turn lane help to calm the vehicular traffic down and enhance the streetscape with street trees and planting.



Perkins Streetscape Photosimulation 2



Current View

Colored bike lanes and planted medians work together to help calm traffic and indicate to motorists the shared nature of the roadway. Crossings at the railway line support the NWP Rail Class I bike trail running along the train tracks.



Gobbi Simulation 1

7. IMPLEMENTATION STRATEGIES

Implementation strategies should follow the guidelines outlined in the *Ukiah Downtown Streetscape Plan Final Report* -- July 1, 2009.

The next steps of action are provided in descending order of importance. However, some steps will need to be executed simultaneously and are described as such.

Step 1: Approval of the Perkins Gateway Streetscape Master Plan

The first step in implementing the Plan is for the City Council to approve the Master Plan. Once approved, the City and agencies will have a guiding document to begin applying for funding and grants to help implement the Plan.

Step 2: Develop a Funding Strategy

The City should target appropriate funding streams for capital improvements and maintenance of streetscape improvements. Earmarking funds today will establish a base of matching funds for grants in the near future.

Step 3: Apply for Grants to Fund the Streetscape Improvement Plan

The City should be prepared to apply for grants to fund the preparation of design development and construction documents for the Streetscape Improvement Plan. This includes the preparation of engineered road and streetscape improvement drawings and specification in order to construct the new improvements (including road reconfigurations, landscaping, and street lights and gateway element). A phased approach is recommended that allows for staggered funding cycles and coordination with other public improvements projects such as new Courthouse.

Step 4: Prepare the Streetscape Improvement Plans

Upon obtaining grant funding, proceed with hiring an engineering and landscape architecture firm, and commence with producing engineered construction drawings and specifications for the Improvement Plans. As Design Plans are developed they should be reviewed by appropriate Stakeholders Meeting, Traffic Engineering Committee, Paths, Open Space and Creek Commissions, as well as the Planning Commission. The city may also wish to solicit input and garner support from the Walk and Bike Mendocino Coalition

Traffic Engineering Committee, Paths, Open Space and Creek Commissions, as well as the Planning Commission should be brought in early in the process to provide input and garner support for the project. City supported Walk & Bike Mendocino Coalition would also provide input.

Step 5: Environmental Review and Permitting

Any publicly-funded project is required by law to comply with the terms of the California Environmental Quality Act (CEQA), before construction can begin. The City should begin applying for permits and undergoing environmental review during the design and engineering phase as soon as a definite scope of improvements has been determined. This will allow a resiliency in both processes: the review will consider all of the potential impacts, and improvement designs will be revised based on Initial Study review. Costs associated with environmental review vary based on the scope of work and permits required.

Step 6: Adjacent Property Owner Outreach

Work with adjacent property owners to develop Construction Phasing plan to provide property access and minimize delays during construction.

Step 7: Establish a Maintenance Plan

Before construction for the streetscape begins, the City should establish a plan for the maintenance of the public improvements. It should include landscaping, lighting, and maintenance. The City will need to examine the alternative methods available and decide on the most affordable and feasible approach.

Step 8: Streetscape Construction and Phasing

Once construction documents are completed and approved and construction funding is in place the construction documents will be put out to bid and installation of public improvements can begin. Part of this process will require a construction manager to oversee the phasing of installations and coordinate the improvements with utility agencies.

8. PHASING STRATEGY

A. STREETScape PHASING

Both Perkins Street and Gobbi Street act as major ingresses into the City. At best, construction along Perkins should not coincide with work to be performed on Gobbi. While inconvenient to have one of the two thoroughfares closed, the other ingress would still provide access from Highway 101 into the City center and visa versa during the other's construction phase.

In addition, each length of Perkins Street and Gobbi Street examined in this Visioning Plan, roughly .6 miles are short in terms of constructability and should be done as a single phase to utilize funding for project effectively. In fact, if the proposed changes could be extended further down Perkins Street and Gobbi Street to Oak Street or even Dora Street, this would efficiently create a uniform look from Highway 101 to the residential zones for the City further enhancing the visual cohesion that supports the identity of the City of Ukiah while utilizing funding in an efficient way.

9. FUNDING SOURCES

A. FEDERAL AND STATE FUNDING

California Active Transportation Program

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The ATP administered by the Division of Local Assistance, Office of Active Transportation and Special Programs.

The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

See graphic *ATP Purpose and Goals* - for additional information, page 22.

Cycle 1 grants were awarded in 2014. Cycle 2 has just opened, and applications are expected to be due 6/1/15. Minimum project requests under the ATP program are generally \$250,000.

Most elements of the Perkins-Gobbi Plan are eligible for funding under ATP, however, the program specifically excludes or limits a few of the plan's elements, such as a gateway monument, or median landscape which is not a part of a pedestrian refuge island.

Contacts for the ATP program are:

Teresa McWilliam, Program Manager - (916) 653-0328 / teresa.mcwilliam@dot.ca.gov

Ted Davini, Program Manager - (916) 653-4335 / Ted.davini@dot.ca.gov

Kevin Atkinson, Safe Routes to Schools Program Manager - (916) 653-6920 / kevin.atkinson@dot.ca.gov

Green Trees for the Golden State

Under the auspices of the California Department of Forestry and Fire Protection, the Green Trees for the Golden State program funds urban tree planting projects and tree establishment care during the grant period. Preference will be given to the planting of trees to optimize the multiple benefits of urban forests in environmental justice communities with special attention given to greenhouse gas (GHG) sequestration and avoided GHG emissions. Grants range from \$150,000 to \$750,000, and require a 25%

match. The last cycle closed in November 2014, but it is anticipated that funding will continue next year.

B. LOCAL FUNDING

Property and Business Improvement District (PBID)

Property and Business Improvement Districts (PBIDs), established in 1994, are also known as business improvement district, community benefit district, downtown improvement district. This type of district may be used for capital improvements include: parking, benches, trash cans, lighting, decorations, parks, fountains, landscaping, street modifications, security facilities, rehabilitation of existing structures. Funding may be from special assessment on real property, a business, or both. Only commercial, not residential, properties may be assessed. Formation requires minimum 50 % owners/businesses paying assessments to sign petition to initiate, and less than 50% protest ballots for the levy of the special assessment. The initial district life limited to 5 years. Thereafter the district can renewed for up to 10 years maximum, and requires renewal at the end of each extension period.

Landscaping and Lighting Maintenance Assessment Districts (LLMAD)

An LLMAD is a type of special benefit assessment. The Landscaping and Lighting Act of 1972 (and amended in 1984) provides for local governments (cities, counties and certain special districts) to raise funds for developing, maintaining and servicing public landscaping and lighting. Public landscaping and lighting can include property acquisition and improvement, landscaping, street lighting, sidewalks, curbs and gutters. The revenue to pay for these facilities comes from special assessments levied against

the benefited properties.

The establishment of the assessment is subject to the requirements of Proposition 218, and the assessment is collected as a separate item on the annual property tax bill. Proposition 218 establishes a strict requirement for formal landowner approval before such assessments can be put in place. Each landowner would vote in proportion to the amount of any assessment that would be levied on his or her property. The assessment must be approved by a simple majority of the weighted ballots cast. Under Proposition 218, public properties are treated the same as private properties in a benefit assessment.

Community Facilities District (CFD)

The Mello-Roos Community Facilities Act permits the City to establish a Community Facilities District (CFD) to finance new facilities and/or to pay for operations and maintenance through the levying of a special tax. The Act requires a two-thirds vote for approving the special tax. CFD funds may be used for capital improvements as well as maintenance. Bonds may be sold to capitalize the revenues from the CDF special tax.

Mitigations and Exactions

Private development requiring approval by the City may be held responsible for mitigating its impacts on the community. Such mitigation measures are typically imposed as conditions of approval. These conditions reflect on and off site measures that must be completed in order to be able to develop, and may include such items as curb and gutter improvements, sidewalk widening, or other streetscape improvements.

In addition to conditions of approval, mitigation

measures may be imposed by development agreements between the City and the private developer. Mitigations can include providing adequate pedestrian access, setbacks, parking requirements, lighting, signage, sidewalks, landscaping and other such streetscape improvements.

C. PARTNERSHIPS AND PRIVATE FUNDING

Foundation Grants

Various foundations support projects that encourage alternative modes of transportation and support sustainable and walkable communities. Organizations such as PeopleforBikes and foundations such as the Robert Wood Johnson Foundation have funded local projects that improve pedestrian and bicycle access for communities.

Sponsorship

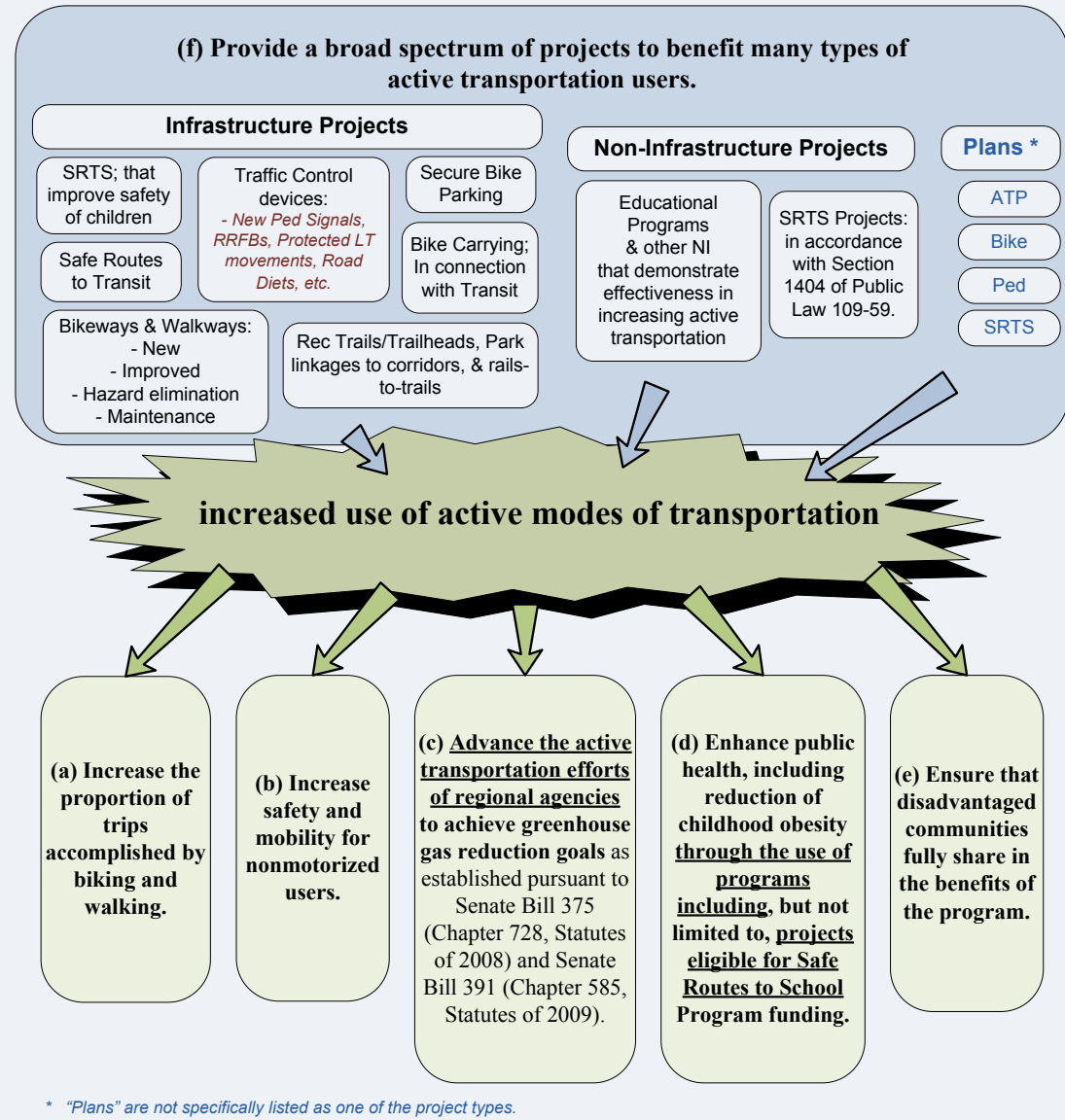
Another method of securing private funding is through corporate or individual sponsorship. A program of attractive plaques for naming streetscape elements such as benches, pavers, tree grates or lights can provide an infusion of funds and of community pride. Local civic organizations may also be interested in participating.

ATP Purpose and Goals

As defined by the State Legislature and SB99

2380. There is hereby established the Active Transportation Program in the department for the purpose of encouraging increased use of active modes of transportation, such as biking and walking.

It is the intent of the Legislature that the program achieve all of the following goals: (a) - (f)



10. COST

The construction cost estimate shown in Appendix 1 covers streetscape improvements including street work, such as curb and gutter, striping and ramps and landscape work, including trees, landscaping, irrigation and gateway installations.

Construction cost should also include 30% soft costs for permits, design and administration.

II. ELEMENTS - GATEWAY SIGNAGE



Entry Signage Concept 1



Entry Signage Concept 2

II. ELEMENTS - GATEWAY SIGNAGE



ENTRY SIGNAGE CONCEPT 3



ENTRY SIGNAGE CONCEPT 4

II. ELEMENTS - LIGHTING OPTIONS



Lighting shall be a combination of pedestrian and street scale lighting along Perkin and Gobbi. Pedestrian lighting should be 12 to 14 in height and work combination with the existing street lighting poles. Lighting shall meet minimum footcandle requirements for safe vehicular and pedestrian traffic.

II. ELEMENTS - PLANT PALETTE

Planting palette should be drought tolerant, water conserving groundcovers, shrubs and trees that help to conserve water with a 3" layer of mulch. Plants plans should be designed with mature size spacing to reduce unnecessary shearing and maintenance.

TREES



Crataegus phaenopyrum
Washington Hawthorne



Lagerstroemia indica
Crape Myrtle



Quercus virginiana
Southern Live Oaks

SHRUBS



Agave 'Blue Glow'
Blue Glow Agave



Coleonema pulchellum 'Sunset Gold'
Sunset Gold Breath of Heaven



Dietes irioides
Fortnight Lily



Festuca ovina
Sheep's Fescue



Lomandra longifolia
Breeze Mat Rush



Phormium tenax 'Maori Queen'
New Zealand Flax



Teucrium fruticans 'Azureum'
Bush Germander

12. APPENDIX I - COST ESTIMATE

Gates + Associates Landscape Architecture		Opinion of Probable Construction Costs			
Perkins Street					JS
Visioning Plan - Opinion of Probable Construction Cost					Apr-15
Item	Quantity	Units	Unit Cost	Item Cost	Subtotal
A. Civil					
1	Water Pollution Control	1	LS	\$8,000.00	\$8,000
2	Traffic Control	1	LS	\$25,000.00	\$25,000
3	Remove and Replace Curb and Gutter	1450	LF	\$50.00	\$72,500
4	Install 4' Sidewalk	1535	SF	\$25.00	\$38,375
5	Remove and Replace 4' Sidewalk/Driveway	4610	SF	\$35.00	\$161,350
6	Island Curb (AC Cut and Curb Install)	835	LF	\$50.00	\$41,750
7	Install Bulb Out Curb and Gutter	310	LF	\$50.00	\$15,500
8	Install Bulb Out Conc Sidewalk	800	SF	\$30.00	\$24,000
9	Curb Ramp	3	EA	\$4,800.00	\$14,400
10	Traffic Strips and Pavement Markings	1	LS	\$15,000.00	\$15,000
11	Remove and Salvage Fire Hydrant and Assembly	1	EA	\$900.00	\$900
12	Fire Hydrant and Lateral Assembly	1	EA	\$7,500.00	\$7,500
13	Trench Bracing and Shoring - Water	1	LS	\$1,500.00	\$1,500
14	Drop Inlet Removal and Relocation	2	EA	\$4,000.00	\$8,000
15	Storm Drain Installation	55	LF	\$100.00	\$5,500
16	Trench Bracing and Shoring - Storm	1	LS	\$1,500.00	\$1,500
Civil Subtotal					\$440,775
B. Landscape					
1	General Landscaping	15010	SF	\$4.50	\$67,545
2	Tree - 24" Box	41	EA	\$350.00	\$14,350
3	Irrigation	15010	SF	\$3.00	\$45,030
4	Irrigation Controller/Backflow	1	EA	\$5,000.00	\$5,000
5	Gateway Element	2	EA	\$50,000.00	\$100,000
Landscape Subtotal					\$231,925
C. SUBTOTAL					\$672,700
D. Contingency					
1	Construction Management @ 15%				\$100,905
2	Contingency @ 15%				\$100,905
E. Total of Construction					\$874,510

The above items, amounts, quantities, and related information are based on Gates' judgement at this level of document preparation & is offered only as reference data. Gates has no control over construction quantities, costs, and related factors affecting costs, and advises the client that significant variations may occur between this opinion of probable construction costs and actual construction prices. Costs shown reflect today's dollars (2015) and no adjustments have been made for inflation/deflation in this estimate. Estimates do not include the cost of irrigation water meter, soft costs or inflation.

2.6 Community Character and Design

Community design influences the way people experience a place and remember it. The prominence of a city largely depends on how it is perceived by the residents and by visitors. Community design plays an important role in creating a distinctive identity of the community and influencing the quality of life of the residents. While community design relates predominantly to the aesthetic quality of the urban form, it can also have a significant impact on land use, economic development, community health, safety, vitality, public services, and circulation.

Goals and Policies

- LU-11** *To ensure high-quality site planning, landscaping, and architectural design for all new construction, renovation, or remodeling. (Source: New Goal)*
- LU-11.1** **Commercial Character**
The City shall update and maintain objective commercial design standards for all commercial land use designations, to enhance community character and encourage economic development. *(Source: Existing Policy CD-1.1)*
- LU-11.2** **Gateways**
The City shall establish key gateways to Ukiah through landscape design, appropriately-scaled signage, and building form, and historic themes to create a unique sense of place. *(New Policy)*
- LU-11.3** **Neighborhood Character**
The City shall ensure that Zoning Code standards and design guidelines are reflective of neighborhood character and land use intensity, complement views from US 101. *(Source: Existing Programs CD-1.1a, -3.1a, and 5.3a, modified)*
- LU-11.4** **Public Buildings and Spaces**
The City shall ensure that all new public buildings and places are consistent with City design review guidelines and standards, designed to be attractive, safe, and serve the neighborhood needs, and conform to standards similar to those applied to private development. *(Source: Existing Programs CD-16.1a, -16.1b, 16.2a, and 16.2b, modified)*
- LU-11.5** **Public Street Furniture**
The Public Works Department shall establish public design standards for street furniture and landscaping that enhance the streetscape and general fabric of the City. *(Source: Existing Program CD-12.1a)*
- LU-11.6** **Public Art**
The City shall encourage the installation of public art and identify permanent funding mechanisms to support new installations and maintenance. *(New Policy)*
- LU-11.7** **Sign Regulations**
The City shall update the Zoning Code sign provisions to incorporate a consistent program for new signs to simplify the signage process. *(Source: Existing Program CD-13.1c, modified)*



Programs	Implements Which Policy(ies)	Responsible Supporting Department(s)	2022 – 2025	2026 – 2030	2031 – 2040	Annual	Ongoing
<p>C Housing Element Amendments to Address Annexation-related RHNA Changes The City shall amend the Housing Element in conjunction upon the annexation of any County land designated for residential uses and identified in the Mendocino County Housing Element as satisfying a portion of the County’s RHNA. The City Housing element amendment will increase the City’s RHNA by a commensurate amount. The City shall coordinate any proposed amendment in advance with the Mendocino Council of Governments and the California Department of Housing and Community Development to assure the amendment is acceptable to both agencies. (Source: New Implementation Program)</p>	LU – 7.6	Community Development					■
<p>D City Gateway Design Standards The City shall prepare gateway design standards for all City gateways, The standards will address landscape design and materials, signage, building form, and historic themes that create a unique sense of place. (Source: New Implementation Policy)</p>	LU – 9.2	Community Development Public Works	■				

RESOLUTION NO. PC 2026-**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF UKIAH RECOMMENDING THAT THE CITY COUNCIL ADOPT GATEWAY LOCATIONS AND AFFIRM THE DESIGN AND DEVELOPMENT STANDARDS CONSISTENT WITH GENERAL PLAN POLICY LU-11.2**

WHEREAS, the City of Ukiah 2040 General Plan established Policy LU-11.2 and Implementation Program D, which direct the City to identify and enhance gateways through landscape design, signage, building form, and historic themes; and

WHEREAS, prior City and County planning documents, including the Ukiah Valley Growth Management Plan (1995 General Plan), and the subsequent Ukiah Valley Area Plan (UVAP) and subsequent public infrastructure investments have established gateway-related design principles through coordinated public improvements; and

WHEREAS, Planning Division staff have evaluated gateway concepts over time through previously adopted plans, prior studies, and realized public improvements, and have determined that many of the City's previous gateway objectives have been advanced through previous planning documents public investments, such as the Department of Public Works State Street Streetscape Phases 1 & 2, as well as the Urban Core Rehabilitation Program; and

WHEREAS, the City's recent streetscape and corridor improvement projects demonstrate that gateway character can be effectively established through public infrastructure and design consistency, without imposing new development regulations or additional requirements on private parcels; and

WHEREAS, the identification of gateway locations is intended to distinguish specific points or zones of arrival from broader corridor planning efforts, and to provide guidance for the placement and design of gateway features identified in Exhibit A, rather than to regulate surrounding land uses; and

WHEREAS, future public or private projects located in the immediate vicinity of identified gateways should avoid features that would interfere with, obscure, or visually compete with established or planned gateway signage and design elements; and

WHEREAS, the Planning Commission finds that recognizing first and second level gateway locations and associated design considerations will provide clarity, improve coordination for future public projects, and support implementation of General Plan Policy LU-11.2 and Implementation Program D.

WHEREAS, the Planning Commission has reviewed suggested gateway locations identified in Exhibit A, as well the objective gateway design considerations intended to distinguish gateways from broader corridor planning efforts and to avoid imposing new requirements on private parcels for future development as prioritized by the City of Ukiah.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Ukiah hereby:

1. Recommends that the City Council recognize existing first-level regional gateways and proposed second-level City gateways as identified in Exhibit A to this Resolution with final placement, design, and gateway features subject to site conditions, funding, project cost, infrastructure constraints, safety considerations, and coordination with future capital improvement projects; and
2. Recommends that the City Council affirm the use of existing Public Works standards, adopted plans, and previously constructed public improvements to implement General Plan Policy LU-11.2 and Implementation Program D as provided in Exhibit A to inform the subsequent selection, construction, maintenance, upgrades and improvements to the Perkins Street, Gobbi Street and Talmage Road corridors and gateways; and
3. Recommends that future public and private projects located in the immediate vicinity of identified second level gateways avoid features that would interfere with, obscure, or visually compete with established gateway signage and design elements.
4. Recommend that the Community Development Department review and consider the status of older publicly sponsored gateway signage and recommend improvements to ensure effective gateways are maintained.
5. Recommend that the City Council consider allocating funds to provide the second-level gateways identified and referenced in Exhibit A.

PASSED AND ADOPTED by the Planning Commission of the City of Ukiah on the 28th day of January, 2026, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Alex De Grassi, Chair
City of Ukiah Planning Commission

ATTEST:

Kristine Lawler, CMC
City Clerk

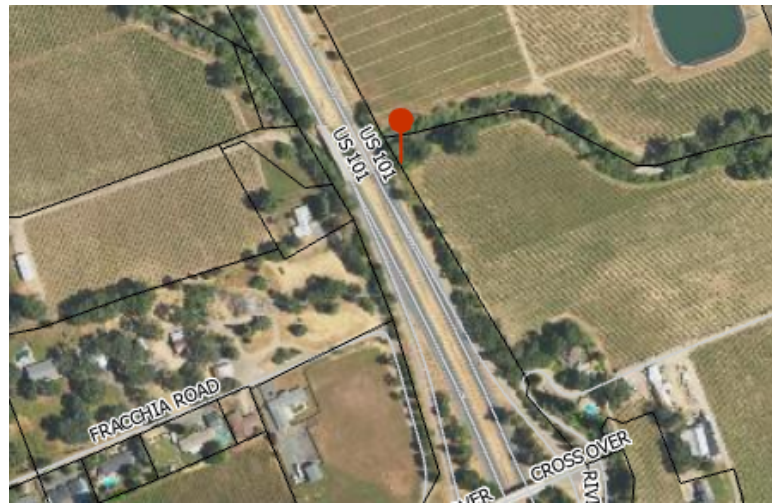
Exhibit A: Ukiah Gateway Standards and Designated Location Reference



Ren / Alexander Architect (City of Ukiah Gateway Signage)



APN 169-211-07 Unincorporated Mendocino County



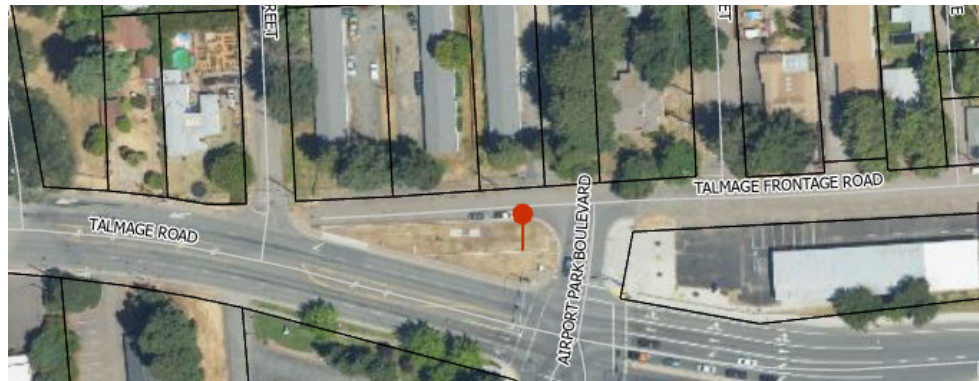
APN 184-210-03 Unincorporated Mendocino County



Perkins Street

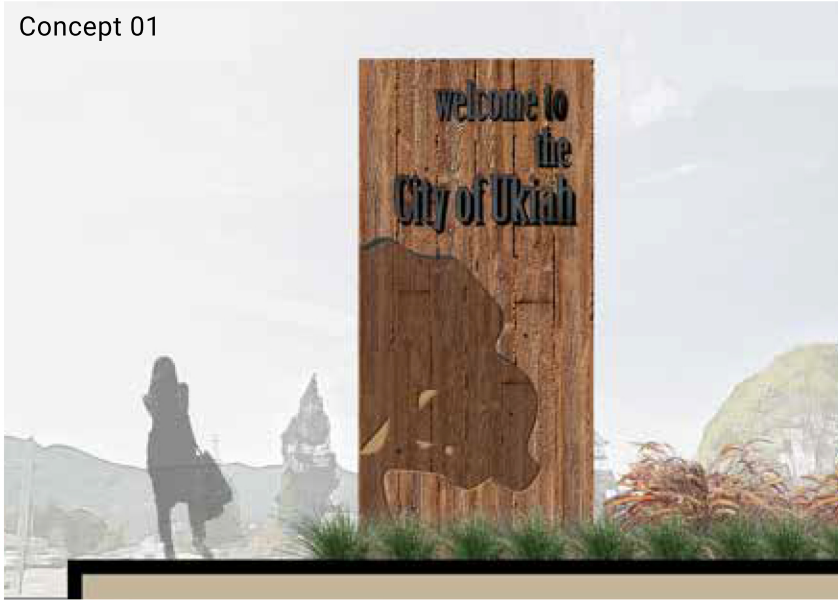


Gobbi Street



Talmage Road

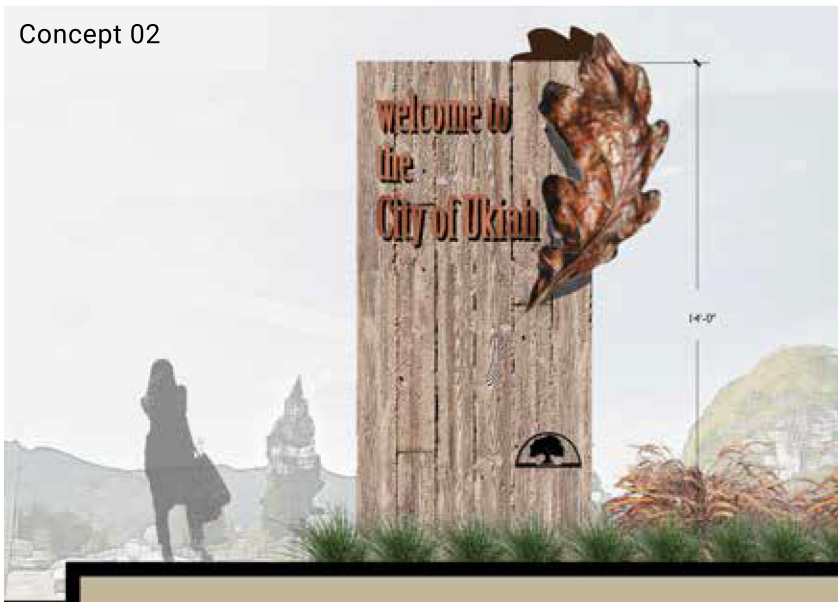
Concept 01



Concept 03



Concept 02



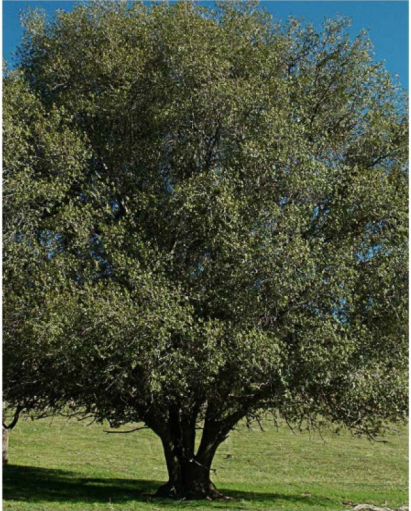
Concept 04



TREES— Downtown Core



Historic Downtown Street Tree
Platanus x acerifolia, London Plane



Special Corner Street Tree
Quercus wislizeni, Interior Live Oak



Perkins Street Tree
Acer rubrum, Red Maple



Standley Street Tree
Ulmus parvifolia, Chinese Elm

TREES— South of Clay



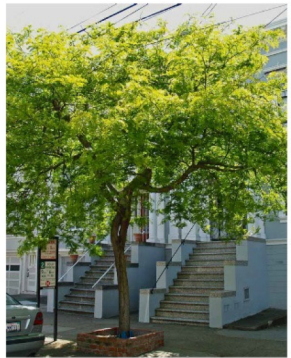
Small Street Tree
Aesculus x carnea,
Red Horse Chestnut



Small Street Tree
Koelreuteria paniculata,
Golden Rain Tree



Small Street Tree
x Chitalpa tashkentensis
'Pink Dawn'



Small Street Tree
Robinia x ambigua,
Purple Robe Locust

Landscape Architecture Tree Lists, State Street Streetscape Phase 1 (2019)

SHRUBS & GROUND COVER



Achillea millefolium 'Paprika'



Lomandra longifolia 'Breeze'



Eriophyllum confertiflorum, Yarrow



Calamagrostis x acutiflora
'Overdam'



Ceanothus 'Dark Star'



Iris douglasiana



Erigeron karvinskianus 'Profusion'



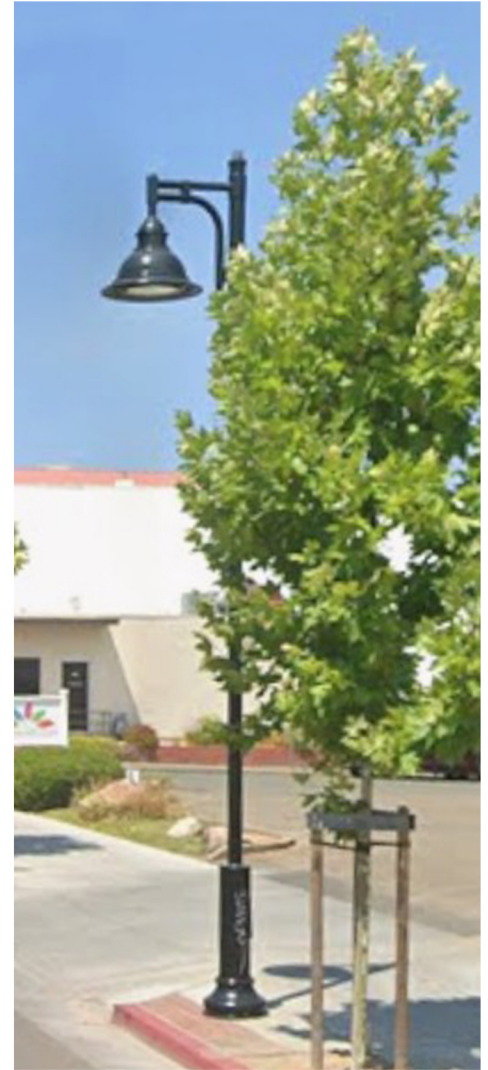
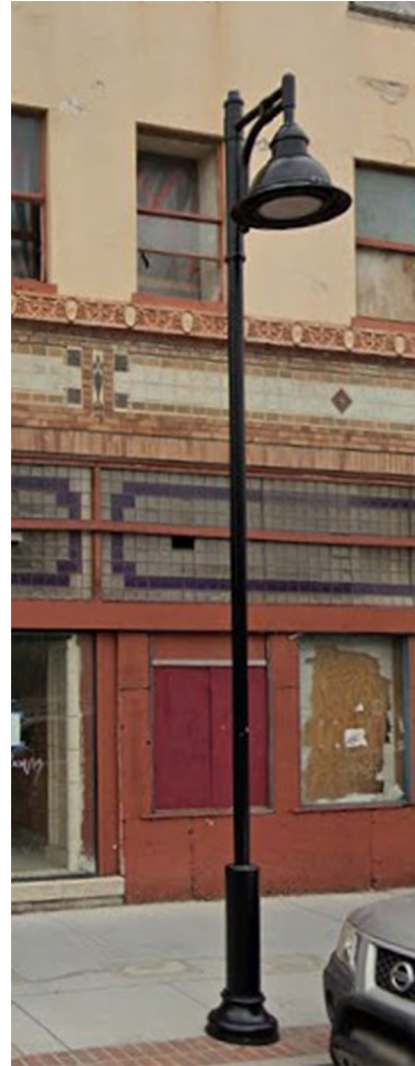
Gladiolus communis subsp.
byzantinus



Santolina chamaecyparissus

Landscape Landscape Architecture Softscape Elements, State Street Streetscape Phase 1 (2019)

HARDSCAPE, FURNISHINGS, & LIGHTING



Landscape Architecture Hardscape Elements, State Street Streetscape Phase 1 (2019)